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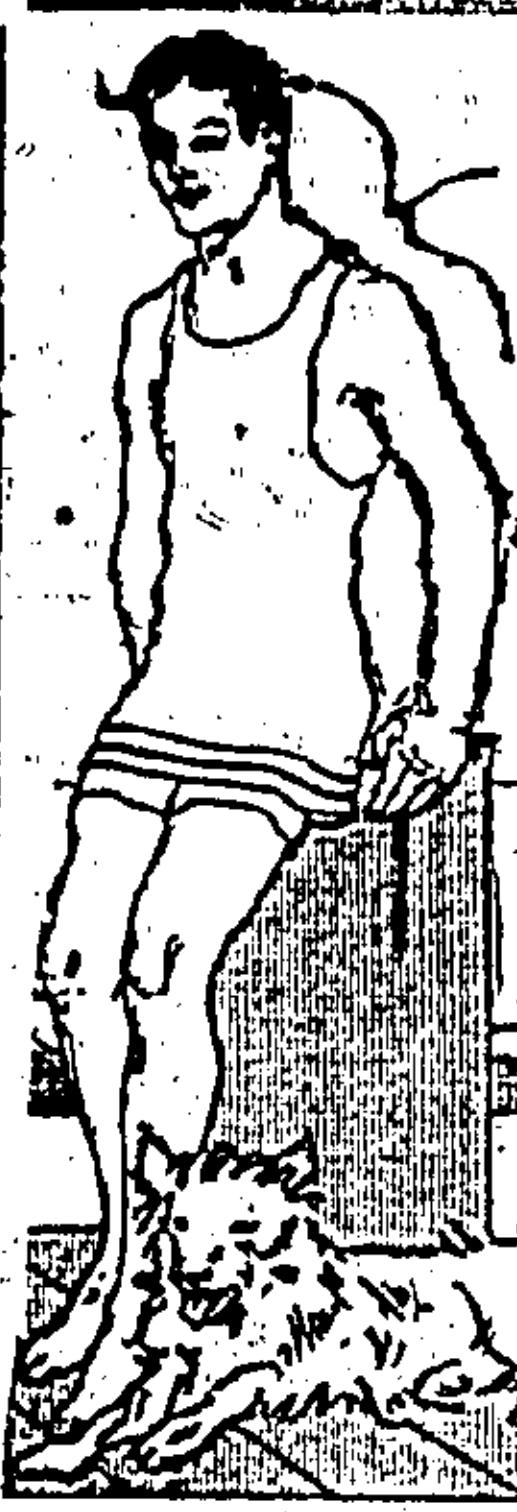
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## THE JAPANESE CROWN PRINCE.

REASONS FOR THE VISIT TO EUROPE.

PRELUDE TO A MORE DEMOCRATIC REGIME

[BY A CORRESPONDENT IN THE "OBSERVER."]

A matter of eager, restrained speculation in the Japanese Press and in the Diet is the reason for the Crown Prince's visit. This was very hurriedly arranged, though Japanese officials had been in London on this mission for some weeks previously. But it had not been definitely settled, and according to advice from Japan, was only decided upon very suddenly. Speculation in that country is as to the reason. There appear to be two reasons.

The first is that the Emperor and Empress feel very strongly that the Crown Prince should see the world, and it is a matter of some importance that he should see it very soon. The Emperor's telegram to President Harding confirms this view. Once H.I.H. has assumed greater responsibilities, which it is to be hoped will not be for many years, he will be unable to travel abroad. The health of the Emperor, therefore, is one reason.

The second is the recognition by the throne of the necessity of introducing and developing a more democratic monarch than has ever ruled in Japan. During the early years of his reign the present Emperor caused the greatest uneasiness in bureaucratic circles by the manner in which he drove out amongst the people a practice unfortunately carried out of recent years by the state of his health.

The Princess Nagako no Kuni, to whom the Crown Prince has been betrothed, is the daughter of a branch of the Fushimi family, a collateral of the Imperial House. The Prince and Princess are the most democratic members of the Japanese Imperial Family. They have twice visited America, on the first occasion in 1909, and again on the occasion of the Hudson Tercentenary. In that country, the most democratic in the world, they created the most favourable impression so much so that it was said that if the Prince had represented Japan at Washington there would have been no Californian question.

Those acquainted with Japan, and the conditions which have arisen during the war, recognize that a situation is being created which will eventually come to a straight struggle between the democracy and the clans. The democracy will turn to the Throne, and, if our surmise is right, will not turn in vain. The record of the present Emperor and his Consort gives every indication that the tour of the Heir Apparent is liberally intended, as the prelude to an era of greater democratic freedom.

It will be noted that accompanying H.I.H. is Count Chinda, the former Imperial Japanese Ambassador in London. It will also be noted that the new Minister of the Household is Baron Makino. It is not a wild guess that whilst the tour is intended to be "educative," there is also a diplomatic end to it. Count Chinda is a member of the House of Representatives of the Japanese Diet, and is a member of the Japanese Diplomatic Council. The *Jiji Shimpō* described him without much exaggeration, as "the Diplomatic Council." Viscount Makino has held various ambassadorial posts abroad, has been Foreign Minister, and was a member of the Japanese Mission at Versailles. Prince Saionji was the head of the Mission, but Viscount Makino was its pivot. He is regarded as the leading statesman of Japan, and one of the two coming men of the future. (In passing I may remark that he is a son of the great Okubo, one of the great Meiji era, and was adopted into the Makino family.) These two appointments of Count Chinda and Viscount Makino are worthy of notice because they almost undoubtedly mean that Foreign Affairs are not dissociated from the Crown Prince's tour and from the recent friction in Tokyo.

If further evidence were wanted it would be in the names of the opponents of the tour in the Diet and the petitioners at the Meiji shrine. Dr. Terai and his associates have been too prominently associated with the disorders and revolutions in China during the past ten years to welcome any settlement of the Far East with an open heart.

## HONGKONG YARN MARKET.

Messrs. Polishwalla & Kotwall, cotton and yarn brokers, of Hongkong, in their report on the yarn market state that during the earlier part of the month the market continued very active, and buyers were freely making purchases at an advance of \$3 to \$6 per bale which resulted in the sales of about 7,000 bales, both for spot and forward, and stock being small in foreign hands, there was every indication of brighter prospects in near future, but the recent inauguration of Sun Yat-sen as President has created a grave and acute political situation, which has adversely affected the market and though further inquiry has greatly abated, prices have remained comparatively firm and steady. Total sales 7,000 bales. Unsold stock 3,500 bales. Bargains in Chinese hands spot and to arrive 10,000 bales. Arrivals—From Bombay 13,000 bales. Shanghai market has shown much improvement with large business passing, but has slightly eased.

Japanese Yarn.—Owing to present ruling rates being unfavourable as compared with those in Japan, very small business has been transacted during the interval.

Raw Cotton.—No sales in Bengal or Chinese. Stock Bengal 150 bales, Chinese 100 bales. (Note). Quotations, Bengal at \$22 to \$25. Chinese at \$23 to \$30 per picul.

## PROGRESS IN CHINA. INDUSTRIAL AND COMMERCIAL DEVELOPMENT.

Mr. J. W. H. Ferguson, the Statistical Secretary of the Chinese Maritime Customs in the Report on the Foreign Trade of China in 1920, makes these observations—

At the close of the year a general deadlock ensued, leaving trade, practically at a standstill in most centres and owing, as the year's financial results, only small gains for a few and substantial losses for the majority, Chinese and foreign merchants alike.

Nevertheless, viewed from a wider outlook, there are many bright spots discernible. The present is a transition period, unavoidable after the economic upheaval caused by the Great War, and must end sooner or later, when conditions again approach their normal level. Furthermore, the potentialities of the industrial and commercial development of China, with its vast resources as yet scarcely touched, and with its teeming population, handicrafting and industries as nowhere else in the world, are such that confidence in the country's future would appear to be fully justified.

Already foreign goods are being absorbed by the people in steadily increasing quantities. Factories modelled and managed on foreign lines are springing up in every suitable locality. At the end of 1920 there were more than 400 of these factories producing articles of foreign type and enjoying special Customs treatment: 48 of these manufacture soap, 31, candles, 29 cotton yarn, 29 flour, 25 cotton socks, 24 cotton piece goods, 23 miscellaneous cotton goods, 17 paper, 15 cigarettes and tobacco, 10 slate pencils, 7 biscuits, and so on down a long list containing a most varied assortment of household and other articles in daily use. Many other signs of progress are noticeable.

The University of Nanking, through its Department of Sericulture, is endeavouring by scientific study to improve the silk industry of China, while the Government authorized the formation of a Chief of an international committee for the improvement of Shanghai silk. The International Committee for the improvement of Sericulture in China, started at Shanghai, is doing good work, and a similar committee, having the same purpose in view, was recently established at Canton. As the staple articles of export from China are of a bulky nature and have often to be conveyed over long distances from the interior, it is gratifying to notice that the improvement of transportation and the construction of roads is increasingly engaging the attention of the provincial authorities. Motor-boats are also coming into favour on inland waterways, and motor-cars are now encouraged wherever the roads lend themselves to this traffic. Shipbuilding in China is becoming a flourishing industry, with a promising future, and is likely before long to be counted among the great assets of the country along with its coal, iron, and steel industries.

Railway construction has not advanced much in recent years, no doubt owing to difficulties caused by the war and the high silver exchange; but as the need for railway communication throughout the country is obvious, it is expected that extension of the existing lines and construction of new ones will be resumed without delay. Harbour and river conservancy is not neglected, and there are works in progress for improving conditions in this connection. The lighting of the coast of China and the establishment and maintenance of the necessary aids to navigation is constantly being improved and added to. Education on foreign lines is proceeding apace, and the number of Chinese students leaving for America and Europe is increasing year by year. Many other instances of growth and advancement could be cited. Unfortunately, the present political state of the country is not conducive to peaceful development. It will only be when China has settled her internal grievances, and has once more united in the desire to realize and extend her natural assets, that general development of the country's illimitable resources will be possible.

## SAIGON RICE MARKET.

The Compagnie de Commerce et de Navigation d'Extrême Orient, in their report dated Saigon, May 18th, state:—The demand having been rather active during the last fortnight, prices are firmer.

Some business has been done with Java for June/July/August shipment. The demand can hardly be satisfied owing to the lack of freight ship-owners being not interested in Saigon/Java. Some important business has been done for Europe and Japan, for June/July shipment.

The total amount of rice exported from January 1st up to May 8th, 1921, is 487,766 tons against 423,310 tons in 1920.

We quote to-day:—White Saigon rice, No. 2 sifted, Japan quality, Hongkong \$4.88 per picul, F.O.B. Saigon, for June-July shipment.

## FIEUZAL GLASSES.

Out of doors there is nothing so restful and comfortable for the eyes as the light reflected from green fields and trees, the absorption of the ultra-violet and orange rays by the chlorophyll of the leaves; hence the introduction of Fieuzal Glass, yellowish green in colour, which is produced in several shades, and lenses made of this may be worn as a protection by over-sensitive eyes where it is desirable to tone down excessive light and glare. Fieuzal lenses of any prescription in either regular or Toric forms are manufactured by the Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 33, Queen's Road Central. ADVT.

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Espéciales.....	\$3.50	25's	do.....	\$4.75	50's
Jockey Club.....	\$4.50	25's	Londres.....	\$4.50	100's
Perfectos.....	\$3.00	25's	do.....	\$2.50	50's

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Mitsui Hotel	Miyajima	Kanaya Hotel	Tenji Seiyoken Hotel
Manpei Hotel	Miyajima Hotel	Wako Hotel	Yokohama
Kobe	Miyajima	Osaka	Grand Hotel
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Tor Hotel		Shimonoseki	
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### IN TAIWAN (FORMOSA)

Taihoku—Taiwan Railway Hotel

### IN MANCHURIA

IN CHOSON	Chungchun	Hotel (Mukden)
Keijo (Seoul)	Yamato Hotel	Yamato Hotel
Chosen Hotel	Dairen	
Fusan	Yamato Hotel	Ryogun (Port Arthur)
Fusan Station Hotel	Hoshigaura	Yamato Hotel
Shingai	Yamato Hotel	
Shingai Station Hotel		

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## CORRESPONDENCE.

HONGKONG AND SHANGHAI  
BANK—INCREASE OF  
CAPITAL.[TO THE EDITOR OF THE "HONGKONG  
DAILY PRESS."]

SIR,—In your issue of this morning you report me as having said:—

"The capital of the Bank when increased by the 5 millions sterling proposed, would be 20 millions sterling. We have silver reserves of 2½ millions sterling."

The above is an incorrect report of what I said, as the word "dollars" should be substituted for the word "sterling" in all the above three instances.

I should be very much obliged if you would kindly insert this letter of correction in your next issue.—Yours faithfully,

H. E. POLLOCK.

Hongkong, May 30th, 1921.

[Owing to some mischance this letter was omitted from our yesterday's issue.—Ed.]

HONGKONG IN THE HOUSE.  
LORD MILNER AND "MUI TSAI"  
COMMITTEE.

In the House of Commons, on April 20th, Viscountess Astor asked the Secretary of State for the Colonies whether he recommended last year the formation in Hongkong of a local committee of Chinese to supervise the conditions under which children and girls who were bought were employed; whether such a committee has been formed; and whether he will see that there are at least two British members on the committee?

The Under-Secretary of State for the Colonies (Mr. Edward Wood): The formation of such a Committee was recommended by Lord Milner, and there is now such a committee actively at work, composed of Chinese of high standing whose services are of the greatest value in advising the Secretary for Chinese Affairs. The latest information is that a committee of Chinese ladies has been formed to assist the above-mentioned committee. I doubt if the usefulness of this committee would be increased by the presence of British members, but I will consult the Governor.

[The Under-Secretary of State appears to have been misinformed.—Ed.]

## COMPANY MEETING.

## PEAK TRAMWAY CO., LTD.

## NEW RAILS FOR LARGER CARS.

The ordinary annual general meeting of the Peak Tramways Co., Ltd., took place at the Hongkong Hotel, yesterday, at noon. Mr. Henry Humphreys presided, and there were present: The Hon. Sir Paul Chater, C.M.G., the Hon. Mr. A. O. Lang, Messrs J. Scott Huxton, A. S. Gubbay and J. Bell Irving (directors), Mr. G. Rapp (secretary) and the following shareholders: Messrs F. C. Hall, D. E. Clarke, C. H. Lyson, J. W. Wong and W. Morley.

The CHAIRMAN said:—Gentlemen,—I propose with your permission to take the report and statement of accounts, and auditors' report as read. Traffic receipts show the very satisfactory increase of \$30,409.79. We have realised some of our investments at a profit of \$21,978.40; in addition there is an unrealised profit of \$15,780.00 which is shown under the heading of investment fluctuation account. The amount under the heading of maintenance and repairs is considerably higher than usual. The difference is more than accounted for by the fact we have written down our old rolling stock and transferred the amount written off to maintenance and repair account.

We are asking you to transfer the large sum of \$400,000 to special repairs reserve account because, in the ensuing year, we shall have not only to entirely rebuild the viaduct at the Upper terminus but also relay the line from end to end with new rails. These rails will be of a heavier calibre than those now in use as they are intended to cope with larger cars carrying more passengers. I have no further remarks to make and after the accounts have been duly seconded I shall be pleased to answer any questions shareholders may have to ask.

Mr. F. C. HALL seconded the resolution and the report and accounts were adopted.

On the motion of the CHAIRMAN, seconded by Mr. W. MORLEY, the resolution as directors of the Hon. Sir Paul Chater, C.M.G., the Hon. Mr. A. O. Lang and Messrs J. Scott Huxton, A. S. Gubbay and J. Bell Irving was unanimously agreed to.

Messrs. Lowe, Bingham and Matthews and Mr. C. Bernard Brown were unanimously re-elected as auditors at a remuneration of \$150 each, on the motion of Mr. D. E. CLARKE, second by Mr. J. W. WONG.

## MOTOR CAR PROSECUTIONS.

OFFENCES AGAINST TRAFFIC  
REGULATIONS.

Several cases in which motor-car owners or drivers were summoned for traffic offences were heard by Mr. B. E. Lindsell at the Magistracy, yesterday.

Mr. Leo d'Almada represented the drivers of motor-cars Nos. 210 and 164, who were summoned for driving too fast. Mr. d'Almada said that his clients admitted that they were speeding, but were prepared to give an undertaking not to do it again. In view of that he asked for leniency.

Inspector Garrod said that the cars were running parallel, trying to pass one another.

Mr. d'Almada said that both his clients were competent drivers, one of them having driven for 15 years in Australia with no accidents.

The Magistrate imposed a fine of \$20 in each case.

Mr. A. E. Hall appeared on behalf of Dr. S. C. Ho, who was charged with driving car No. 240 at an excessive speed. Sergeant Smith said that Dr. Ho was driving the car himself at about 20 miles an hour. He tried to stop the car at the foot of Garden Road, but apparently the doctor did not see him.

The Magistrate: Is there an actual speed limit?

Inspector Garrod: Yes, 15 miles.

Mr. Hall said that the reason for speeding was that Dr. Ho had an important case.

A fine of \$15 was imposed.

## A LEGAL DIFFICULTY.

Inspector Aris, of Hongkong Station, summoned the driver of motor-car No. 95, owned by the Eagle Garage, for failing to sound his hooter at the corner of Taining Street.

The Magistrate pointed out to Inspector Garrod that section 109, under which the defendant was summoned, provided only for "no hooter" or "a non-servicable hooter."

Inspector Garrod referred the Magistrate to section 45, but his Worship said this was also unsatisfactory as it only provided for slowing down when making a corner.

As it appeared that there was no section under which the defendant could be charged, the Magistrate discharged him.

## SUSPICIOUS CIRCUMSTANCES.

The driver of car No. 233, owned by the Star Garage, was summoned for driving too fast, in Queen's Road Central, at 8.30 p.m., on May 21st. He said that he brought the car in at 6.10 and did not take it out again that night. To a further charge of not having a rear light at the same time and place, he also pleaded "not guilty."

Inspector Garrod said that the defendant was travelling East to West at what witness estimated was 25 miles an hour. He had no rear light, and the witness was able to see his number only by the aid of the electric light on the street. The witness showed to the defendant at the foot of Garden Road to stop, but apparently he did not hear him. The witness walked to the Garage and examined the car. The radiator was red hot and he could not touch it. The car had travelled so fast that even the body was hot. When the rear light was switched on at witness's instructions, it did not work.

The defendant admitted this, and explained the heat of the radiator by saying that he had to move it out into the road several times to allow other cars to get in and out of the Garage.

Inspector Garrod said that, on the blackboard in the garage, car 233 was recorded as having returned at 8.25, and that was only five minutes before the witness got there. The defendant denied this also.

The Magistrate: You are lying. I fine you \$25 on the first charge and \$5 on the other.

Charged with speeding, the driver of motor car No. 175, said the car was a small one and could not go fast.

The Magistrate: It could not exceed the speed limit—15 miles.

Defendant: It can do 20 miles an hour, at the most, but I never run it at that speed.

A fine of \$10 was imposed.

Defendant: I have no money.

The Magistrate: Fourteen days then. For driving car 24 without a rear light on May 16th, and passing a stationary tram car on May 22nd, the driver, who said that on both occasions his master was driving, was fined \$5 on each summons.

## A CONFLICT OF EVIDENCE.

The case, adjourned from last week, in which the driver of motor car No. 304 was summoned for dangerous driving, and it was said, had knocked down a Portuguese near the Star Ferry wharf, was concluded. The Portuguese, Mr. J. A. Simoes, a clerk of the Chartered Bank, said that he was hurrying to cross the road to catch the ferry, when a couple of yards from the wharf he saw a flash of light and simultaneously he was knocked down. He was not badly damaged. The mudguard struck his leg. He did not stand on the road. The witness was unable to estimate the speed of the car.

The Magistrate said that the whole point was whether or not the defendant was driving too fast, and he was not satisfied from the Indian constable's evidence that he was. Besides, the Indian's story that the Portuguese gentleman was standing still in the road was not corroborated by the latter. The defendant would be discharged with a caution.

(Continued at foot of next column.)

EUROPEAN AND CHINESE  
DEFENDANTS.DISCRIMINATION IN SENTENCES  
ALLEGED.

## APPLICATION FOR NEW TRIAL.

At the Magistracy, to-day, Mr. F. C. Jenkin (instructed by Mr. Leo d'Almada) applied to Mr. G. N. Orme for a reconsideration of the case in which two members of the Salt Fish Dealers' and Employees' Guild were sentenced to one month's imprisonment without the option of a fine for an assault in which intimidation for trade-union purposes was alleged. They were not convicted of intimidation. The case was concluded last Saturday.

Mr. Jenkin asked the Magistrate to reconsider the case and impose a fine. The grounds of the application were based on the claim of his clients that they should be accorded, if not the same, then treatment as similar as possible to that meted out to Europeans in similar cases. Taking the police version as being the more trustworthy, Mr. Jenkin stated that the defendants, being slightly intoxicated, handled a man somewhat severely, so that when the police saw him his coat was torn and he had a few chest bruises. In Mr. Lindsell's Court, on the previous day, two Europeans were fined \$5 and ordered to pay \$5 compensation for an assault of which the circumstances, again relying on the police evidence, were that one of them, for no purpose whatsoever, assaulted a passenger in a passing ricksha, hit him on the head with a stick, and threw him into the gutter, and, not satisfied with that, assaulted the ricksha coolie also. In this case, also, the defendants were stated to be slightly intoxicated. According to the police, the passenger was found in the gutter covered with blood, and the ricksha coolie also had blood upon him. He suggested that the second case was the graver of the two.

Mr. Jenkin submitted that sentences should be subject to some sort of standardisation, and that within 24 working hours such dissimilarity of treatment should not occur. Discrimination between Europeans and natives in assault cases had reached a stage when he submitted, most respectfully, that it was time some official notice was taken.

The Magistrate said he could soon give the grounds for the sentence imposed. The circumstances in the Salt Fish Guild case indicated an intention to cause danger to the peace, good order and well-being of the public. As to the other case mentioned by Mr. Jenkin, Mr. Orme said that it had not been heard by him. The object of sentences was to act as a deterrent upon crime, and he could explain why Europeans received such light sentences: they were not numerous in the Colony and were easily controlled. The Chinese were more numerous and neither easily accessible nor easily controlled. Any suggestion that there was discrimination between Chinese and Europeans was obnoxious, and he emphatically repelled it. Punishments were merely deterrents, and in the case of Europeans it was possible, by means of fines, to control them. Mr. Orme also commented on the fact that, during the hearing of the Fish Guild case the Court was crowded with members of, or sympathisers with, the Guild.

Mr. Jenkin could not see what bearing that had on the degree of punishment. Civilisation, from nations downwards, was made up of guilds and he presumed that if a member of a ship's officers' guild or a medical guild had been convicted that the Magistrate would not conclude that he was any more vicious because some of his colleagues attended.

The Magistrate intimated that he could not reconsider his decision. Mr. Jenkin remarked that his clients were not convicted of intimidation but only of assault and the two cases were, therefore, practically parallel. If the Magistrate was not prepared to reconsider the case himself, he asked leave to appeal to Full Court by way of rehearing. He desired to appeal against the severity of the sentence, and the decision itself as being against the weight of evidence. The main objection, on evidential grounds, was that his Worship brushed aside—and therefore, in a sense, rejected—evidence which proved conclusively, if believed—and there was no indication from the Bench that the evidence was disbelieved—that the complainant in all material details of his allegation against the defendants was grossly perjuring himself. "Your Worship put it to me," said Mr. Jenkin, "that all Chinese witnesses are guilty of exaggeration; that may or may not be, but I do not know at what point your Worship stops in treating evidence as exaggeration and as utterly untrue. You said, in effect, 'Here are two men on either side swearing the contrary: I shall brush that evidence aside; let us get on with the case.' I put it to you, mentally speaking, you rejected evidence for the defence that was credible and which, being rejected, left the story of the complainant, and his master inadequate as the basis for the imposition of so severe a sentence."

The Magistrate: I must remind you, Mr. Jenkin, that two people were convicted and one was discharged, the latter being given the benefit of the doubt. The men convicted admitted the assault; I should like to hear your arguments on that. Your client told me, in the witness-box, that he believed the other man had weapons and therefore he attacked him. Do you want to appeal definitely on the point that there was no assault?

Mr. Jenkin: If a man apprehends an assault and seizes the other man who in the struggle gets damaged, I do not know that the law warrants, in those circumstances, imprisonment for a month without the option.

The Magistrate: You will have to give me some reasons before I give you leave for saying there was no assault.

Mr. Jenkin: I submit that the evidence does not warrant a finding of assault, because the only evidence is that of the complainant and his master which, I submit, should be disbelieved. You are left with the evidence of the defendants.

The Magistrate: The defendants admit it, except that they thought the other man was armed.

Mr. Jenkin: That is where we differ.

The Magistrate: I will consider if there are substantial grounds and communicate with you.

ART AT THE HELENA MAY  
INSTITUTE.

The art subject for the monthly exhibition of the Hongkong Art Club, held at the Helena May Institute on Monday afternoon, was "Reflections." It was a little disappointing to find that only in about three cases had the pictures more than what might be termed a casual reference to the topical subject. The winning picture by Mrs. Macpherson, for instance, was a lovely production but its title was obviously "Moonlight," even although the moon was obscured and only its pathway to "the Never never land" was to be seen.

In contrast to this, Miss Biukova exhibited a picture which was essentially, and entirely, Reflection. It was the view seen in a good-sized mirror, and included, besides flowers and vases, a small portrait of the artist herself at work. Except for the colours of the reflections being brighter than the originals and a certain lack of finish, this work was very well done.

Another good reflection was by Mr. Abas; it pictured an old-world bridge and a young girl on the bank of the stream, all charmingly reproduced in the still waters.

Another reflection was by Mr. Cole, showing a full face view of the artist and a second reflection giving a side view. The resemblance was considered good and the character well expressed.

Another picture, not so illustrative of the subject but wonderfully well-executed as a picture, was by Mr. Bion and depicted the brilliantly illuminated Chinese restaurants at the West-end of the Town with the glow reflected in the ruffled waters of the Harbour.

There were some very fine pictures exhibited under the open subject, and the voting went in favour of Mrs. Togo's delightful little representation of a sylvan glade somewhere off the Bowen Road. The sun shone through the leaves and played on the pathway winding up into the glade beyond. Other excellent contributions in this section were "Sunset on the Himalayas" and "Junks homeward bound," by Mr. Bion; and a romantic picture of "The Annah" overshadowed by "The Lion" by Mr. Cole, who also exhibited a series of boldly designed commercial posters.

That the Hongkong Art Club is making rapid strides was evident from the number of large, well-framed oil paintings, and the diversity of styles of illustration, which ranged from artistic little name-cards for the dinner-table (which, by the way, are on sale for the benefit of the M.C.C. Bazaar) and beautiful black-and-white book illustrations by Mrs. Humphreys, to good-sized oil paintings similar to those one sees in the Home exhibitions. Indeed, the periodical meetings of the Hongkong Art Club are now not merely social functions, but gatherings which exercise a valuable educative influence.

KING'S BIRTHDAY PROGRAMME  
AT CANTON.

The arrangements for the celebration of H.M. the King's birthday at Canton on Friday include Divine Service at Christ Church; British community "at home" at the West River Patrol at the R.N. Canteen; H.M.'s Consul-General at home from 11 a.m. to 12 noon to foreign officials and his friends and their ladies; from noon to 1 p.m. the Consul-General and the British community will be at home in the Lounge of the Canton Club to all foreign friends. Ladies and non-members of the Canton Club are cordially invited to attend. At 12.30 p.m., the West River Patrol will entertain at dinner in the R.N. Canteen by the British Community. At 5.30 p.m., weather permitting, the Band of H.M.S. Titania will play on the Band, and there will be sports for children. At 8.30 p.m., the British Community will be at home to all foreign friends in the Canton Club Theatre. A cinematograph show will be presented by the The Hongkong Amusements, Ltd., and there will be dancing. From 11 to 11.30 p.m., refreshments will be provided for the West River Patrol at the R.N. Canteen.

Colonel John J. Carty, vice-president and chief engineer of the American Telephone and Telegraph Co., recently organised a 5,000 miles telephone talk which took place from Havana via Washington to Catalina, the island off Los Angeles. He states that it is physically practicable to connect London with Johannesburg and Capetown, or with Bombay, Calcutta, Hongkong, and Peking, so that British subjects in South Africa, India, and elsewhere might listen to the King's Speech or to deliberations of the forthcoming Imperial Cabinet Conference in London.

Mr. Jenkin: If a man apprehends an assault and seizes the other man who in the struggle gets damaged, I do not know that the law warrants, in those circumstances, imprisonment for a month without the option.

The Magistrate: You will have to give me some reasons before I give you leave for saying there was no assault.

Mr. Jenkin: I submit that the evidence does not warrant a finding of assault, because the only evidence is that of the complainant and his master which, I submit, should be disbelieved. You are left with the evidence of the defendants.

The Magistrate: The defendants admit it, except that they thought the other man was armed.

Mr. Jenkin: That is where we differ.

The Magistrate: I will consider if there are substantial grounds and communicate with you.

## LANE, CRAWFORD &amp; CO.

have pleasure in announcing that  
they are now in a position to

## REDUCE

the following lines in their May Price List.

	May Price List	New Price
Pineapple Brand Bacon.....	\$1.40 per lb.	\$1.10 per lb.
" " Hams.....	\$1.50 " "	\$1.30 " "
" " Half Hams.....	\$1.70 " "	\$1.40 " "
American Blanchard Cheese.....	\$1.20 " "	.90 " "
Australian Pure Creamery Butter.....	\$1.20 per 1 lb. tin	\$1.00 " "
" " " " " " " " " " " "		75c. per 12 oz. tin.
Kellogg's Toasted Cornflakes.....	—	40c. per pkt.

Other reductions will follow as soon as circumstances permit.

## LANE, CRAWFORD'S

Established 1850

Telephone 1741

[15]

## THE TYPHOON SEASON

IS NOW APPROACHING.

Be forewarned—

by having one of the latest

improved "BAROGRAPHS"

—and be forewarned.

## LANE, CRAWFORD &amp; CO.

HONGKONG.

[16]

## THE ANDERSON MUSIC COY.

BEG TO ANNOUNCE THEIR TUNERS

BEING IN SUCH DEMAND AT PRESENT

IT IS ADVISABLE TO GIVE TWO DAYS'

NOTICE FOR A SPECIAL TUNING.

16, DES VŒUX ROAD, C.

[17]

## "HOTEL DE FRANCE,"

23, BOULEVARD ROLLANDES, HANOL.

UNDER New Management: Most Comfortable Rooms with Private Sitting-Room and Bath-Room attached to each room. French Cooking. Several Small Dining-Rooms for Families.

[1003]

## Powell

TELEPHONE 3146.

## BATHING SEASON.

WE ARE NOW SHOWING A LARGE ASSORTMENT OF

GENTLEMEN'S

KNITTED BATHING COSTUMES

IN THE LATEST COLOURINGS

BLUE, BROWN & GREEN HEATHER

ALSO PLAIN NAVY.

\$4.00 TO \$12.50

HIGH-CLASS

GENTLEMEN'S OUTFITTERS.

[18]



## NEW ADVERTISEMENTS

## NOTICE

**MESSES. A. S. WATSON & CO., LTD.**  
have this day taken over the AGENCY  
IN CANTON of "The Hongkong Daily Press"  
and "The Directory and Chronicle of China,  
Japan, etc."  
HONGKONG DAILY PRESS, LTD.  
Hongkong, June 1st, 1921.

## NOTICE

**THE HONGKONG GARAGE.**  
We have this day OPENED a  
GARAGE at No. 20, Pkwa East.  
Washable Cars will be available for Hire at  
Moderate Rates. During hours of office cars are  
permitted to run and at other times in  
emergency with Police permission. Telephone  
3604.  
THE HONGKONG GARAGE.  
Hongkong, June 1st, 1921. [1009]

## HONGKONG JOCKEY CLUB.

**NOTICE IS HEREBY GIVEN** that  
Mr. E. J. CHAPMAN has been  
appointed SECRETARY to the Hongkong  
Jockey Club.  
Applications for Membership should be  
addressed to  
THE SECRETARY.  
Hongkong, May 30th, 1921. [1004]

KOWLOON RESIDENTS' ASSOCIATION  
EXTRAORDINARY GENERAL  
MEETING.

**AN EXTRAORDINARY GENERAL**  
MEETING of Members of the Association  
will be held in the St. Andrew's Church  
Hall by courtesy of the Vicar and Vestry, on  
FRIDAY, JUNE 10th, at 6.30 p.m.  
Business:  
To consider and pass Revised Rules of the  
Association.  
By Order.  
WM. JACKSON,  
Hon. Secretary. [1005]  
Hongkong, May 31st, 1921.

**PURE LOTUS HONEY.** A tried and  
infinitely remedy for all Eye Diseases.  
Cures Cataract, Glaucoma, etc. without knife.  
No pain, no cure guaranteed. Re. 3  
per dram. Particulars on request "SRI"  
WORKS, Braden Square, Calcutta, India, (H).  
[984]

## £10 REWARD.

**MAUNG PO THEIN OTHERWISE  
CHIN FON LIU.**

**THE** above-named MAUNG PO THEIN  
otherwise known as CHIN FON LIU  
was born at Touloung, Burma.  
From 1904, he was a Student at the  
Royal School of Mines, London, England.  
In May 1910, his parents resided at 13, 27th  
Street, Langdon, Burma.  
Between 1915 and 1918, he was well-known at  
Cotton Hill Nanchang, Hupok, China.  
In July 1918, his last address was c/o L.  
Chew Firm, 404, Kuala Lumpur, Singapore,  
Federated Malay States.  
The present address of the above-named is  
required or if found the date and place of his  
death. Ten pounds will be paid for this  
information.  
All letters should be sent to:-  
MISS. RODDY & DAVIDSON,  
4, Raffles Place,  
Singapore. [1006]

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co's Steamer**  
"PLASSY"  
Arrived Hongkong, on May 30th, 1921.  
FROM ANTWERP, LONDON, GIBRALTAR,  
MARSEILLES, PORT SAID, ADEN,  
BOMBAY, COLOMBO AND  
STRAITS.

Consignees of Cargo by the above-named  
vessel are hereby informed that their goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
Consignee will be sorted out Mark by Mark  
and delivery can be obtained as the Goods are  
landed.  
Optional Goods will be landed here unless  
instructions have been given to the contrary  
six hours before arrival of the Steamer.  
Goods not cleared within 8 days, including  
date of arrival, will be subject to rent.  
No Fire Insurance will be effected by us in  
any case whatever.  
Damaged packages must be left in the  
Godowns for examination by the Consignees, and  
the Company's Surveyors, Messrs. GODDARD &  
DOUGLAS at 10 A.M. on MONDAYS and THURSDAYS.  
All Claims must be presented within ten days  
of the Steamer's arrival here after which date  
they cannot be recognized.  
No Claims will be admitted after the Goods  
have left the Godown.  
MACKINNON, MACKENZIE & CO.,  
Agents.  
Hongkong, May 31st, 1921. [1007]

## NOTICE TO CONSIGNEES.

**NANYO YUSEN KAISHA, LTD.**  
FROM JAPAN.

**THE** Steamer  
"SAMARANG MARU"  
having arrived from the above ports, Consignees  
of Cargo by her are hereby informed that all  
Goods are being landed at their risk in the  
Godowns of the Hongkong and Kowloon Wharf  
and Godown Company, Limited, where, and/or  
from where, delivery may be obtained.  
Goods not cleared by the 6th June, will be  
subject to rent.  
All broken, chafed and damaged packages are  
to be left in the Godowns, where they will be  
examined at 10 A.M. on the 7th June. Claims  
against the Steamer must be presented within  
10 days of arrival, otherwise they will not be  
recognized.  
No Fire Insurance will be effected by us in  
any case whatever.  
Bills of Lading will be countersigned by  
THE NANYO YUSEN KAISHA, LTD.  
Hongkong, May 31st, 1921. [1008]

## INTIMATIONS

## BANK HOLIDAY.

**IN** accordance with Ordinance No. 5 of 1912,  
the EXCHANGE BANKS will be  
CLOSED for the transaction of PUBLIC  
BUSINESS on FRIDAY, the 3rd JUNE, 1921.  
Hongkong, May 30th, 1921. [996]

IMPORTS AND EXPORTS OFFICE.  
KING'S BIRTHDAY.

**THIS** DEPARTMENT will be Open for  
payment of Liquor duties only from 9 A.M.  
to 12 Noon, on FRIDAY, the 3rd JUNE, 1921.  
Licensed Warehouses will be entirely Closed on  
that day.

N. L. SMITH, Superintendent,  
Imports and Exports.  
Hongkong, May 30th, 1921. [997]

## NOTICE OF REMOVAL.

**THE** EASTERN ASPBESTOS CO., have  
this day REMOVED their Offices to  
No. 1, PRINCE'S BUILDINGS, 1st floor.  
BRADLEY & CO., LTD.,  
General Manager.  
Hongkong, May 28th, 1921. [998]

## NOTICE.

**HONGKONG JOCKEY CLUB**  
THE THIRD GYMKHANA MEETING  
will be held (weather permitting) at the  
HAPPY VALLEY, on SATURDAY, JUNE 4th,  
commencing at 3.30 p.m.  
The Charge for Admission will be \$1 for others  
than Members of the Hongkong Jockey Club.  
Soldiers and Sailors in uniform Half-price.  
The Stewards invite the Ladies of Hongkong  
to be present.  
Hongkong, May 30th, 1921. [999]

## NOTICE.

**UNION INSURANCE SOCIETY OF  
CANTON, LTD.**

**CERTIFICATE** No. 4372 for 12 old silver  
shares Nos. 14837/88 now converted into  
60 Gold Shares in this Society standing in the  
name of Rev WILLIAM ROBERTS BEACH  
(Deceased), late of READINGS, has been  
LOST, and if at the expiration of one month  
from the date hereof the above document be not  
forthcoming the same will be deemed cancelled  
and of no effect, and a Certificate for the 60  
Gold Shares will be issued in its stead by the  
Society.  
C. MONTAGUE EDE,  
General Manager.  
Hongkong, May 24th, 1921. [984]

## HONGKONG JOCKEY CLUB.

**THE** HALF-YEARLY GENERAL  
MEETING of Members will be held in the  
Offices of the Hongkong Jockey Club on  
WEDNESDAY, JUNE 2nd, at 12 o'clock  
Noon.  
H. BIRKETT,  
Clerk of the Course.  
Hongkong, May 26th, 1921. [988]

THE "STAR" FERRY COMPANY,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

**NOTICE** IS HEREBY GIVEN that the  
TWENTY-THIRD ORDINARY  
ANNUAL MEETING of this Company will  
be held at the Offices of Messrs. JARDINE,  
MATHESON & Co., Ltd., on WEDNESDAY, the  
1st JUNE, 1921, at Noon, for the purpose of  
receiving the Report of the Directors together  
with a Statement of Accounts to April 30th,  
1921.  
The REGISTER of SHARES of the Company  
will be CLOSED from WEDNESDAY, the  
25th May 1921, to WEDNESDAY, the 1st JUNE,  
1921, both days inclusive.  
By Order of the Board of Directors.  
W. B. BROWN,  
Secretary. [986]  
Hongkong, May 20th, 1921.

INDO-CHINA STEAM NAVIGATION  
CO., LTD.

**THE** FORTIETH ORDINARY  
GENERAL MEETING of the Company  
will be held at the Offices of the General  
Managers, Messrs. JARDINE, MATHESON & Co.,  
Ltd., Polder Street, Hongkong, on WEDNES-  
DAY, 1st JUNE, at Noon, for the purpose of  
receiving the Report of the Directors, passing  
the Accounts, and electing Directors and  
Auditors.  
The TRANSFER BOOKS of the Company  
will be CLOSED from the 25th to the 29th  
June, both days inclusive.  
By Order of the Board.  
JARDINE, MATHESON & Co., Ltd.,  
General Managers.  
Hongkong, May 26th, 1921. [990]

THE CHINESE ENGINEERING AND  
MINING COMPANY, LIMITED.

Payment of Interim Dividend on Shares  
for the year ending 30th June,  
1921.

**THE** BOARD having declared an  
INTERIM DIVIDEND of Two  
shillings per share free of Income Tax, for the  
year ending 30th June, 1921, holders of  
Bearer Shares and holders of Dividend  
Warrants received from London on  
account of Registered Shares, will be  
paid their dividends on presenting No. 17  
Coupon of the Bearer Shares, and Dividend  
Warrants on Registered Shares, on or after  
the 23rd May, 1921, to either of the following  
Banks at Shanghai or Tientsin:-  
THE HONGKONG AND SHANGHAI BANKING  
CORPORATION  
THE CHARTERED BANK OF INDIA,  
AUSTRALIA & CHINA.  
THE RUSSO-ASIATIC BANK.  
THE BANQUE PARISIENNE D'ETRANGER.  
The Payments will be made in either  
Dollars or Taels as the holder may wish,  
at the buying rate of exchange of the day.  
GENERAL MANAGERS.  
KAILAN MINING ADMINISTRATION.  
[991]

PREPAID "WANTED"  
ADVERTISEMENTS.

Letters are lying at this Office for  
Bates OK, K.Y. L.M. L.N. L.R. L.U.  
L.W. M.A. 50.

## FOR SALE.

**FIVE-ROOMED BUNGALOW,** Peak  
District. Tennis Court. Kitchen Garden.  
Early possession.  
Apply to:-  
Box No. 488,  
"Care of Daily Press Office."  
[983]

SALE BY TENDER OF H.M.S.  
"CADMUS"

**TENDERS** are invited for the purchase of  
the above named Ship with Engines and  
Boilers and various auxiliary machinery on  
board.  
Full particulars of the Ship, conditions of  
sale, and permits to view the ship may be  
obtained on application to the undersigned.  
Forms of Tender will be issued on application  
to the undersigned. A deposit of \$100 is  
required before Forms of Tender can be issued.  
The vessel will be on view from the 22nd May  
to the 25th June, inclusive, between the hours  
of 10 A.M. and 4 P.M. and Tenders must reach  
the Commodore's Office not later than 12 Noon,  
on MONDAY, 27th June.  
Length over all 211 ft.  
Length between Perpendiculars 195 ft.  
Breadth extreme 33 ft. 6 in.  
Depth in hold (Tip of Keel to)  
Upper Deck Beam at side 15 ft. 3 in.  
Nominal Displacement 1070 Tons.  
Propelling Machinery:- Vertical Inverted  
Triple expansion (Twin of 1,400 H.P.).  
Cylinders-High, Two of 11 ft.  
Low, Two of 29 ft.  
Intermediate, Two of 18 ft.  
Stroke 20  
Boilers-Nicklausse Water Tube, 4 No.  
E. G. LOWE,  
Naval Store Officer.  
Hongkong, May 19th, 1921. [971]

"SHIRE" LINE OF STEAMERS, LTD.  
NOTICE TO CONSIGNEES.

FROM UNITED KINGDOM, COLOMBO  
AND STRAITS.

**THE** Motorship  
"GLENGYLE"  
having arrived from the above ports, Con-  
signees of Cargo by her are hereby informed  
that all Goods are being landed at their risk  
into the Godowns of the Hongkong and Kowloon  
Wharf and Godown Company, Limited, whence,  
and/or from the wharves, delivery may be  
obtained.  
Goods not cleared by the 6th June, 1921, at  
5 p.m., will be subject to rent.  
All broken, chafed and damaged packages  
are to be left in the Godowns where they will  
be examined by Messrs. GODDARD & DOUGLAS,  
on 6th June, 1921, at 10 A.M.  
Claims against the Steamer must be pre-  
sented within 30 days of arrival, otherwise  
they will not be recognized.  
No Fire Insurance will be effected by us in  
any case whatever.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co., Ltd.  
Agents.  
Hongkong, May 20th, 1921. [1000]

## NOTICE TO CONSIGNEES.

The Steamship "AQUILEIA"  
FROM TRIESTE, via VENICE, BRINDISI  
and SINGAPORE.

**CONSIGNEES** of Cargo are hereby informed  
that all Goods are being landed at their  
risk into the Godowns of the Hongkong and  
Kowloon Wharf and Godown Company, Ltd.,  
at Kowloon, whence and/or from the wharves  
delivery may be obtained.  
Optional Cargo will be forwarded unless notice  
to the contrary be given before 30th May.  
No claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 6th June, will be subject to  
rent.  
All claims against the steamer must be pre-  
sented to the Undersigned on or before the  
15th June, or they will not be recognized.  
All broken, chafed, and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 6th June, at 10 A.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
DODDWELL & CO., LTD.  
Agents.  
Hongkong, May 30th, 1921. [1001]

SEAMEN'S INSTITUTE  
21, PRAYA EAST, HONGKONG.

**FOR** the use of all Men 2, the Mercantile  
Marine and H.M. Navy.  
Reading and Writing Rooms, Billiard Room,  
Officers' Room, C.P.O.'s Room, Restaurant,  
Concert Hall, Church,  
Private Cabins and beds in Dormitories  
Motor Launch "Dayspring."  
68

DAIRY FARM NEWS  
— JUST RECEIVED

Consignment of Smoked Fish direct from the

## SCOTTISH FISHERIES

Fillets  
Haddocks  
Kippers  
THE DAIRY FARM ICE & COLD  
STORAGE CO., LTD.  
53

## INTIMATION

IDEAL  
BEVERAGESWatson's  
DRY GINGER  
ALE

Its dryness and aroma are features  
which give this drink the  
popularity it deserves.

Watson's  
PYERIS

Sparkling Mineral Table Water.

Healthful and refreshing.  
Blends excellently with  
Whisky.

Watson's  
STONE  
GINGER BEER

An ideal beverage for tennis and  
bathing parties. Prepared by  
a process of partial fermenta-  
tion which gives it the  
distinctive flavour which is  
so pleasing to the palate.

A. S. WATSON &  
CO., LTD.

AERATED WATER MANUFACTURERS.  
Telephone 436.

HONGKONG OFFICE: 10A, DES VOUX RD., C.  
LONDON OFFICE: 121, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JUNE 1st, 1921.

## CHINA'S TRADE.

The total value of the foreign trade of  
China in 1920, as well as the Customs  
revenue collection, reached record  
figures. Yet, as the Statistical Secre-  
tary of the Customs, in his annual  
Report, shows, a formidable combination  
of circumstances opposed to peaceful  
development of trade and industry had  
to be faced—political strife and distur-  
bances in North and South China, a  
terrible famine afflicting some thirty  
millions of people, a disastrous earth-  
quake in the province of Kansu, obliter-  
ating several villages and causing  
serious damage to property and severe  
loss of life, the alarming fall in the price  
of silver, and on top of all this, the  
world trade depression. The result of  
the year's trading is, in face of all this,  
as the Statistical Secretary remarks,  
"as surprising as it is satisfactory."  
In one respect, however, these totals are  
not so satisfactory: from China's point of  
view as they may seem. The net value  
of the direct foreign trade of China for  
1920 totalled HK. Tls. 1,303,881,530,  
comprising exports to the value of HK.  
Tls. 541,631,500 and imports to the value  
of HK. Tls. 762,250,030. The figures thus  
show an unfavourable balance of HK.  
Tls. 220,618,530 as compared with HK.  
Tls. 16,188,270 for 1919, and if the move-  
ment of bullion and coin is also taken  
into account the unfavourable balance  
for last year is brought up to, nearly  
300 million taels. It is of interest to  
note that in sterling the value of the  
Imports, at 6s. 9½d. to the tael, is given  
as £258,847,474; and of the Exports as  
£188,928,052.  
The increase in imports of Tls.  
115,352,540 over those of 1919 is attrib-  
uted partly to the abnormally large  
quantities ordered from abroad during  
the first quarter of the year, when the

trade boom was still at its height and  
exchange was reaching its highest level,  
and partly to the inflated prices of the  
commodities themselves. The report,  
therefore, emphasises that while satis-  
factory from a revenue collecting point  
of view, this increase in quantity of  
goods imported did not bring prosperity  
and profit to those engaged in the  
handling of goods, but that in fact the  
import trade generally passed through  
an acute crisis.

Of the total amount of imports cotton  
goods represent 247 million taels, and  
metals and minerals 62 millions. Among  
other important articles imported were:  
kerosene oil, 54 million taels; cigarettes,  
22 millions; machinery, 22 millions; raw  
cotton, 18 millions; and artificial and  
vegetable indigo, 16 millions. The value  
of imports in cotton goods exceeded  
that of 1919 by Tls. 37,027,092. As  
indicating the progress made by the  
country on the road of industrial develop-  
ment, it is mentioned that the demand  
for all kinds of machinery, machine tools  
and engineering goods is steadily grow-  
ing, and more and more inquiries are  
received from remote places in the  
interior. Machinery of all kinds imported  
last year was valued at 22.3 millions,  
which was 3 millions higher than in 1919,  
and 18 millions higher than in 1913. An-  
other interesting and suggestive heading  
is electrical materials, which increased  
by 1.1 millions to a total of 6.3 millions  
for the year.

Exports during 1920 decreased Tls.  
59,175,111 as compared with the previous  
twelve months, mainly because of  
diminished demand for Chinese produce  
from abroad, where large stocks are held  
which, in the actual conditions of the  
home markets, are found well-nigh un-  
saleable. Most notable increases in  
quantities exported were registered for  
antimony, pig iron, unclassified  
metals, wheat and wheat flour, brown  
and white sugar, fresh and preserved  
eggs and zinc ore. Important decreases  
were recorded for fancy native cloth,  
copper ingots, candles, maize, rice, raw  
cotton, preserved meats, all kinds of  
seed oils, sheep's and goat's wool and all  
kinds of tea. Beans and bean products  
stand at the top of the list as regards  
values, totalling 68 million taels, followed  
by raw silk, 68 millions; cereals of all  
kinds 47 millions, and skins of all kinds,  
22 millions.

Great Britain, or rather we should say  
the British Empire, has the lion's share  
of the trade with China, both as regards  
foreign trade and coast trade. In  
foreign trade Japan is a very close  
second, though in the coast trade she is  
far behind, as the following extracts from  
the table will show:-

FOREIGN TRADE.	
Imports.	Exports.
HK. Tls.	HK. Tls.
British .....	317,925,060
Japanese .....	287,162,041
Others .....	219,431,953
COAST TRADE.	
Outwards.	Inwards.
HK. Tls.	HK. Tls.
British .....	284,517,021
Japanese .....	101,227,989
Others .....	69,308,849
American .....	145,704,129
British .....	1,162,926,181
Danish .....	9,456,328
Dutch .....	16,697,302
French .....	45,630,894
Italian .....	3,497,459
Japanese .....	707,210,534
Norwegian .....	10,330,492
Portuguese .....	1,588,971
Russian .....	41,905,945
Spanish .....	3,530,734
Swedish .....	316,954
Non-Treaty Powers .....	776,569,244
Chinese .....	776,569,244
Total .....	2,926,160,927

The Shipping statistics are noteworthy.  
The tonnage of vessels entered and  
cleared amounted to 104,266,695 tons,  
which surpasses the record figure of 1914.  
It is pointed out by the Statistical  
Secretary that the British flag, which  
represented 40.3 million tons, has  
fully recovered from the effects of  
the war and exceeds the highest  
figure hitherto recorded, viz. 39.3 million  
tons in 1914. The Japanese flag, which  
holds the second place on the list in order  
of importance, increased from 27.6 to 28.2  
million tons. American shipping  
registered a further remarkable advance  
from 2.6 million tons in 1910 to 4.7  
million tons in 1920, and thus retains  
fourth place, the third on the list being  
Chinese, which increased from 22.6  
million to 23.6 million tons, not includ-

ing the tonnage of Chinese junks, which  
amounted to 4 million tons. French  
tonnage more than doubled, the 1920  
figures being 832,070 tons against 414,161  
tons in 1919, while the Italian shipping  
rose from 34,112 tons in 1919 to 193,000.

Mr. PARSONS, in summarising his  
report, refers to the year 1920 as being  
in many respects one of the most remark-  
able periods experienced in the commer-  
cial history of the country. Despite the  
severe handicaps to trade to which brief  
allusion is made in the earlier part of  
this article he is able to point to many  
bright spots in the outlook. Foreign  
goods, he says, are being absorbed in  
steadily increasing quantities, factories,  
modelled and managed on foreign lines,  
are springing up in every suitable locality  
and turning out a variety of manufac-  
tures. Silk improvement organisations are  
unusually active and transport facilities  
are improving. "Unfortunately," the  
summary concludes, "the present politi-  
cal state of the country is not conducive  
to peaceful development. It will only be  
when China has settled her internal  
grievances and has once more united in  
the desire to realise and extend her  
natural assets, that general development  
of the country's illimitable resources will  
be possible." Are we any nearer to that  
settlement now than we have been at  
any time in the last three years? There  
are no indications that the present  
year's history is likely to include a  
record of the settlement.

Dr. H. Balcan returned to the Colony  
by the *Pharos* on Monday evening from  
England.

It is announced that Mr. E. J. Chap-  
man has been appointed Secretary of the  
Hongkong Jockey Club.

Mr. J. D. Smart, the Agent of the  
Hongkong and Shanghai Banking Cor-  
poration at Colombo, will shortly be leav-  
ing for Home on a holiday. He will be  
succeeded by Mr. F. A. Richard, who has  
already arrived in the island.

The Government of the Straits Settle-  
ments has given notice that the temporary  
allowances payable on 1st June,  
1921, to all members of the Government  
Service (senior clerical and subordinate)  
will be reduced as from that date by 25  
per cent.

A marriage has been arranged, and  
will take place very shortly, between  
Percival Stewart Heintzelman, American  
Consul-General, Hankow, China, and  
Ida Mary, eldest daughter of P. E.  
O'Brien, formerly British Consul-Gen-  
eral, Mukden, China, and Mrs. O'Brien-  
Butler, 25, Clarence-gate-gardens, N.W.

Owing to the impossibility of securing  
shipping accommodation on the date  
expected, the Russian Light Opera Co.,  
who have been performing in Shanghai,  
have been obliged to postpone their de-  
parture for a few days. They will prob-  
ably open their short season in Hong-  
kong at the end of this week or the  
beginning of next.

A series of song-recitals will be given  
in the near future by Miss Anna El-  
Tour, a Russian soprano of European  
reputation. Miss El-Tour, who is a  
graduate of the Petrograd Conservatoire,  
has a perfect command of five European  
languages and is thus able to interpret  
the terms of her programme in the origi-  
nal tongue. She is accompanied by  
Mr. J. Yasser, pianist, who held a profes-  
sorship as organist for some years at  
the Moscow Conservatoire.

The Canton Times says:-The Police  
Department has been notified to take  
drastic measures to break up any public  
meeting agitating for a boycott of Hong-  
kong which some people have lately been  
attempting to do. It is with the hope  
of maintaining friendly relations with  
the Hongkong Government that the  
authorities consider it necessary to in-  
struct the police of the city to co-operate  
in the suppression of propagating bad  
feelings towards the British Colony.

It is of interest to note that the foreign  
population of China is reckoned by the  
Chinese Customs Administration to be  
338,000. Of these the Japanese number  
183,918 and the Russians 144,418. British  
come next with 11,192, then Americans  
7,260. Next come the Dutch with 2,753  
(including 501 proteges), and then the  
Portuguese with 2,292. It should be  
noted that Germans are given in the list  
as numbering 1,013. The list shows 4,278  
Japanese firms in China, 1,589 Russian,  
979 British and 409 American. The list  
shows that nine German firms were in  
existence in China last year. China's  
population is estimated by the Customs as  
446,854,000.

The health return for the past week  
shows 10 cases of plague, 9 Chinese and  
1 Portuguese. Six of the patients died.  
Of small-pox, there were 7 cases in Victo-  
ria and 7 elsewhere; they were all  
Chinese and 3 cases were imported; 10  
died. There was one case (British) of  
diphtheria. A Portuguese came into the  
Colony with enteric fever, a local case  
(Chinese) and the latter patient suc-  
cumbed. Five cases of cerebro-spinal  
fever occurred amongst the Chinese.  
Two were imported; only one died. In-  
fluenza accounted for three deaths,  
amongst Chinese. In the 48 hours since  
the weekly return was made up there have  
been three more cases of plague and three  
small-pox, and four deaths, two from  
each disease. As regards other notifiable  
diseases there is a clean sheet.



## CABLES.

## LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

GERMAN DISARMAMENT.  
SERIOUS OUTLOOK IN BAVARIA.

LONDON, May 31st.

The situation in Berlin is reported to be extremely grave owing to the Premier of Bavaria intimating to the Berlin Cabinet that, in view of strong opposition, he is unable to carry out disarmament, according to the Entente ultimatum by June 30th, of the Einwohnerwehr, comprising irregulars 300,000 strong. The British Government is pressing for their disarmament strongly. The Reichstag has been hurriedly called, and the Berlin Government threatens to enforce obedience with the Reichswehr troops.

SILESIAN COMMISSION.  
NEW BRITISH COMMISSIONER.

LONDON, May 31st.

Sir Harold Stuart has been appointed British Commissioner in the Plebiscite Commission in Upper Silesia, in succession to Colonel Percival, who resigned for reasons of health.

## EARLIER CABLES.

## GREAT BRITAIN AGREES TO CONSTITUTION.

PARIS, May 30th.

The British Government has agreed to the constitution of the committee of experts on the Upper Silesian question, but expressed the opinion that the Commission should be appointed by the Supreme Council and should work in Upper Silesia.

## MINERS' STRIKE.

## COMPULSORY ARBITRATION PROPOSAL DENIED.

LONDON, May 30th.

As a result of the statement of the representatives of the miners, on Saturday, that it is universally understood that the Government contemplated compulsory arbitration in the event of the parties not agreeing, a sensation was caused in the House of Commons, at question time, to-day, when Mr. Lloyd George denied that he informed the miners' Executive that if they did not accept the Government's proposals, legislation would be passed to compel them to submit to arbitration. The Premier added that the words "compulsory arbitration" were not even mentioned during the whole of the proceedings. He hoped that in any future conference no unauthorized communications would be sent to the Press.

## SCOTLAND AND SOUTH WALES VOTE.

LONDON, May 30th.

The Scottish and the South Wales Executives have recommended the rejection of the Government's proposals.

KU KLUX KLAN.  
"TO, UPHOLD WHITE SUPREMACY."

NEW YORK, May 30th.

Masked raiders, after the manner of the Ku Klux Klan, are terrorising various parts of Texas. They have tarred and feathered whites, while upon negroes they have inflicted more painful and more serious indignities. They affirm that the object is "to uphold the supremacy of the white race." The victims include a lawyer, Mr. Hobbs, of Houston, who was counsel in several negro divorce cases, also a white doctor of Beaumont.

## SUEZ CANAL.

## REDUCTION IN CHARGES.

PARIS, May 31st.

Record profits of the Suez Canal Company, last year, totalling 297,000,000 francs, are disclosed by the new report, which foreshadows an early reduction of 25 centimes per ton in shipping charges.

TRIAL OF WAR CRIMINALS.  
SENTENCE ON CAPT. MUELLER.

LEIPZIG, May 30th.

Capt. Mueller has been sentenced to six months' imprisonment for cruelty to British war prisoners at Lo Mal camp.

## LATEST CABLES.

## UNITED STATES AND GREAT BRITAIN.

## PRESIDENT HARDING'S MEMORABLE MESSAGE.

LONDON, May 31st.

On the occasion of the unveiling of the bust of Washington, the gift of American citizens, in the Crypt of St. Paul's Cathedral, a message from President Harding was read. The message expressed the hope that this and similar gifts to the Liverpool Town Hall and Sulgrave Manor will be regarded as testifying anew to America's long-established friendship for the British nation, and that they may inspire a continual recognition of that sentiment by the British people, recalling the common inheritance in language, institutions, customs and sympathies.

## SERVICE AT ST. PAUL'S.

LONDON, May 30th.

Field-Marshal Earl Haig, Admiral Sims, the American Ambassador, and British officers attended the service at St. Paul's Cathedral in memory of the American soldiers and sailors buried in British soil. Afterwards a bust of Washington, the gift of the American people, was unveiled in the Crypt.

## U.S. MEMORIAL DAY.

## SIR AUCLAND GEDDES' GRACEFUL TRIBUTE.

WASHINGTON, May 31st.

There was a pretty unheeded incident at the Memorial Day celebrations. When President Harding finished his address at the Arlington National Cemetery, Sir Auckland Geddes placed on the flag, beside the President, a wreath of roses presented by the people of Great Britain and the Dominions "in memory of America's sacrifices for liberty."

## PRESIDENT HARDING'S ADDRESS.

WASHINGTON, May 30th.

President Harding, in his Memorial Day address, declared: "Our first duty is to our own, and in the measure of its performance we will find a time-gauge of our capacity to be helpful to others."

## THE DERBY.

## GOLDEN MYTH SCRATCHED.

LONDON, May 31st.

Golden Myth has been scratched.

## EARLIER CABLES.

## REVISED LIST OF "PROBABLES."

LONDON, May 30th.

The following alterations are made in the list of Derby "probables": Craig-on-Eran (F. Bullock), Roman Fiddle (Lane), Euphrosynus (Cooper), Lo Traquet (Granor), Humorist (Donoghue), Syrian Prince (—).

The following are added to the list of "probables": Our Prince (Walsh) Beauregard (Strydom), Golden Myth (Spear), Granite (Whalley), Pride of Ulster (Barnett), Sirrah (Sharpe), Franklin (Piper), Bright Orb (—), Gloriosa (—).

Yellow Dwarf and Sunblaze have been scratched, in addition to Blue Cloud, Hill Country and Plato.

Beking; 4-1 Craig-on-Eran; 11-3 Alan Brock, Leighton; 10-0 Lemnora; 20-1 Highlander; 25-1 Pucka Sahib; 33-1 Granely; 40-1 The Bohemian, Le Traquet; 68-1 Goldendale.

[The list of probable starters sent out last week, to which the foregoing alterations and additions are now made, reads as follows: Goldendale (F. Bullock), Pucka Sahib (Wintery), Craig-on-Eran (Brennan), Alan Brock (A. Baldwin), Eagle Hawk (W. Leach), Westward Ho (A. Smith), Highlander (Bulme), Hill Country (Griggs), Humorist (Belhouse), Polymester (Shatwell), Polemarch (Jelliss), Yellow Dwarf or Sunblaze (Carlsake), Roman Fiddle (Wagg), Lemnora (Childs), Leighton (Beary), Granely (V. Smyth), Syrian Prince or Blue Cloud (Strydom), Euphrosynus (J. Evans), Plato (Martin), Bohemian (O'Neil), Lo Traquet (Garner), Franklin (—), Aliados (—).]

## GOLF.

## MISS LEITH BEATS MISS STIRLING.

LONDON, May 30th.

Another American bid for British sporting honours has failed, Miss Cecil Leith (the British champion) beating Miss Alex. Stirling (the American champion) by 3 up and 2 to play, in the first round of the Ladies' Open Golf Championship, at Turnberry.

## LATEST CABLES.

THE IRISH UPEHAVAL.  
THREE DEATH SENTENCES.

LONDON, May 31st.

Three death sentences promulgated in Dublin, to-day, include a Royal Irish Constabulary convicted on a charge of murder.

## EARLIER CABLES.

## TROOPS TO BE INCREASED.

LONDON, May 30th.

In the House of Commons, at question time, Mr. Lloyd George said that the Government proposed to strengthen the Crown Forces in Ireland, but did not intend to send reservists thither.

## BORAH RESOLUTION.

## ITS INTERPRETATION BY MR. LLOYD GEORGE.

LONDON, May 30th.

In the House of Commons, replying to Commander Kenworthy, in regard to the American Senate, passing the Borah resolution, on May 26th, Mr. Lloyd George said that he had not yet received an invitation from President Harding to attend a conference on the limitation of naval armaments.

Replying to the question, whether in the meanwhile further British naval construction could be stopped, the Premier said he did not think that could be done anywhere in the world. Everything, he said, would depend upon whether the Borah resolution was put into operation. Commander Kenworthy suggested that in view of the strength of our naval position we could afford to lead the way in stopping construction.

Viscount Curzon pointed out that the Borah resolution did not refer to ships under construction.

## The Premier agreed.

## FIRST TEST MATCH.

## WON BY AUSTRALIA.

LONDON, May 30th.

In unsettled weather, before 15,000 spectators, the Australians, on a slow pitch, made 232. The scoring was slow. Woolley took 3 wickets for 46. The fielding was poor.

As their second attempt England made 147 (Knight 88, Woolley 34). McDonald took 5 wickets for 32, helped by splendid fielding.

Australia, by scoring 30, without loss, won by ten wickets.

## COUNTY CRICKET.

Kent beat Northants by 284 runs.

## "TITANIA" FANCY DRESS DANCE.

The Titania Fancy Dress dance, postponed several times for various reasons, took place last night at the Seamen's Institute and was entirely successful. The Chaplain, the Rev. Gordon W. B. Stott, R.N., who arranged the affair, had the assistance of Master of Arms Bailey and P. T. Instructor Forryth. The electrical and signal staff of H.M.S. Titania devised and carried out the lighting and decorative scheme, and the Titania band rendered music for the dancing. The prizes were given by Capt. Benning and the Wardroom Officers of the Titania, and were handed to the winners by Mrs. Roberts. The first prize for ladies was awarded for a costume representing the Titania band; the second for a dress with the motto "Good luck to the Submarine Flotilla." "Government Waste," a costume composed of engine-room waste, took a prize, as also did an "unemployed Service man."

## AN AMBULANCE AEROPLANE.

The latest innovation in air craft is the "Ambulance Aeroplane." A British firm has completed the first machine of this type. It is an adaptation of the firm's regular commercial model for passenger service. The forward part of the fuselage is arranged to accommodate four stretchers, as well as a doctor, nurse, pilot, and mechanic. If the patients are able to sit up, eight of them can be carried. The cabin to which the stretchers are admitted is provided with lavatory accommodation and with special cooling arrangements for use in tropical climates. The machine can climb to 6,500 feet in ten minutes and at that height it can be driven at speed of over 100 miles an hour. Enough oil and petrol are carried for a five-hour journey at full speed. The machine, which is fitted with wireless telegraph apparatus, will be used in operations remote from a hospital base.

## FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

## EXPORT CREDITS AND THE FAR EAST.

LONDON, May 31st.

The House of Commons has passed resolutions extending the credits and insurance scheme to the Empire generally, except India and British Possessions in the Far East, which the Premier stated required certain consideration, owing to the conditions under which outstanding obligations had not been fully honoured. It was undesirable that credit facilities should be extended if they in any way prevented traders from discharging their full obligations.

The department's decision as regards India and the Far East, the Prime Minister said, was taken after consulting the bankers, the India Office and the Colonial Office. The scheme will not be extended to those quarters until the conditions were such as would obviate these differences. He emphasised the fact that it was only when the banks did not take up business that the Government would step in; the scheme was entirely supplementary.

## COMMANDER H. D. MARRYAT.

LONDON, May 31st.

Commander H. D. Marryat, ex-Senior Naval Officer, Yangtze river, has been appointed to the command of the light cruiser Dartmouth, which has been withdrawn from the South American station and placed on the reserve.

## RELIGIOUS TRACT SOCIETY AND CHINA.

LONDON, May 31st.

At the Religious Tract Society's annual breakfast, at the Cannon-street Hotel, Sir John Jordan presided. He declared that there was no doubt about the moral and educational changes, which had been remarkable. The Society had a great scope in China in the future; but the great problem was how to reach the mass of unenlightened people, as mastering their language took a life-time.

UNITED STATES NAVY.  
SHORTAGE OF MAN-POWER.

Under the heading of "Fleet Feels Shortage of Man-Power" the Army and Navy Register (Washington) on April 2nd says:—

Approximately 110,000 enlisted men are now in the Navy, including a large number of recruits under instruction at training stations and at the trade schools. Recruiting has been resumed on a limited scale and in specified ratings, with a quota of 500 a week. No discharges prior to expiration of enlistment are now being granted, except for cause or for humanitarian reasons, barring, of course, the necessary yielding to political pressure, which, by the way, promises to be materially curtailed under the Denby administration. The practice which grew up in the last régime of men temporarily ordering the discharge of men at the instance of politicians, after the bureau officials had for good and sufficient reasons refused the importunities, is in a fair way of being discontinued.

Meanwhile, however, the chief naval ordering ships of various types out of operations is still put to the necessity of commission in order to obtain sufficient men to man the ships of a military character which must be kept in commission as they are completed. The question of a summer practice cruise for the midshipmen will be decided immediately upon the return of Secretary Denby next abandoned for the extensive foreign cruises of the two big fleets, although it is utterly impracticable for the departmental officials to make any plans looking to those cruises until both Houses of Congress have agreed upon the appropriations for the Navy for July 1st.

The sailors must be brought to realise that there is a necessary amount of cruising required to keep the ships of the fleet in condition, and that tactical exercises and fleet manoeuvres are vital for an efficient Navy. All of this requires the expenditure of fuel, the appropriation for which was slashed by the House Appropriations Committee below the figure requisite for proper maintenance. It is hoped at the Navy Department that the Senate Bill will prevail in the House, particularly in the two vital items of men and fuel.

Captain James White, son of the defender of Ladysmith, has been sentenced to two years' imprisonment at Edinburgh for making seditious speeches at unemployment demonstrations.

## CHINA'S PROBLEMS OF RECONSTRUCTION.

## THE SWOLLEN ARMY.

The increasing burden of military expenditure in China is far beyond anything that the country could reasonably be called upon to bear. The expenditure on the army eventually comes out of the provinces, and the real responsibility for military expenditure rests on the provincial authorities, but these in their turn have to get the funds that they need directly or indirectly by hook or crook out of the community at large. The only bodies at present in existence representing the provincial units are the provincial assemblies, and we put forward the following plan for the solution of the problem of military expenditure on the assumption that before very long the provincial assemblies will have come again into control of the provincial purses. The solution suggested has been put forward in these columns several times before, but we believe in its feasibility, and therefore do not hesitate again to place it before those concerned, to be judged on its merits.

For a very long time the problem of military expenditure has been one of the most serious with which the Government of China has been faced. It is not often realized that this problem is not a new one. It existed under the Empire, though perhaps in not quite such an intolerable form to quite such an acute degree. At the time when the Imperial revenue was \$12,000,000, just before the Taiping Rebellion, the military expenses were reckoned at \$15,000,000, and by the end of the last century, when the total Imperial revenue was reckoned at \$15,000,000, more than half of it was devoted to military expenses. From the time of the establishment of the Republic fully half the revenue collected has gone for military expenses, and during the last four years the demands of the army and navy have eaten up more than sixty per cent. of the national revenue, exclusive of the huge sums required in each province for semi-military expenses. The problem then is not a new one, but the enormous increase in military expenditure is out of all proportion to the actual requirements of the Republic, and becomes every day a greater burden upon the taxpayer. In spite of this, there is in some quarters a reluctance to face the facts and to reduce military expenditure to a reasonable limit.

It would seem as if there were at least one way of doing this. At the present time the national military forces, though named as territorial units, draw their chief sustenance from Peking, which in its turn draws the funds wherewith to support these armies from the provinces. Would not the solution be to turn the whole of these forces, except a nucleus army of (say) a hundred thousand men, over to the control of the provincial assemblies, the military and Civil Governors of the provinces, for that would only be to set up a new group of military satraps instead of the old provinces, as represented by the provincial assemblies. Were the armies of any one province turned over to be paid and kept up by the provincial assembly of that province, it is certain that in a very short time the force would be reduced to limits that would be adequate enough for the protection of the province, would also be within the capacity of the provincial taxation to pay. Nor would this be done by a wholesale and indiscriminate disbandment, for that would only increase provincial difficulties by adding considerably to the provincial brigandage and lawlessness. Mindful of the welfare of the province, the assembly would incorporate as many of the ex-soldiers as seemed desirable in the provincial gendarmerie and city police, and would employ the remainder on productive works, such as road-making, bridge building and the cultivation of waste tracts, as well as such industrial enterprises as might require a definite quota of labour. Of course, with the provincialization of the armies, the military contribution of the provinces to Peking would be enormously reduced, and the direct responsibility of the Minister of War would be confined to the establishment of the small but well equipped and thoroughly efficient national army for the nucleus of which we have already made provision. The fact that the funds for the provincial armies were voted directly by the provincial assemblies would give those assemblies the power of the purse over the military commanders, appointed perhaps from Peking, and these gentlemen would then become in the true sense of the words the servants and subordinates of the civil power, and not independent princelings, each commanding a force the destinies of which and the use of which should be entirely in his own control. In course of time, as the national army should be brought into being and made efficient, the necessity for provincial armies would entirely cease, and the rank and file thereof would be absorbed into other walks of life. The national army would be distributed not provincially, but on a primary strategic plan, and in any case the distributed portions would be under the direct orders of Peking, thus lessening the opportunity of using the distributed forces for the promotion of personal ends. A great many details would have to be worked out, of course, but it seems to us that some such general plan is required to make a beginning of the solution of the whole problem of military domination in this country.—Peking Daily News.

If you think of it, striking one palm against the other with a resounding smack is a queer way of expressing your delight; it suggests the monkey tricks of primates.—Mr. J. B. Whitley.

## THE TRAGEDY OF WRANGEL'S ARMY.

In the press of bigger matters some note may yet be taken of a tragedy that is slowly working itself out in the Balkans—the tragedy of the remnant of General Wrangel's Army, writes a correspondent of the Morning Post from Belgrade. Of the state of things at Lemes, in Gallipoli, in Constantinople I will not speak, though heart-rending tales have come through to Belgrade, will here merely deal with the 22,000 refugees scattered about Jugo-Slavia.

These refugees were landed at various Adriatic ports last December by the French, who had charged themselves with the Wrangel evacuation, and were immediately distributed among a number of remote centres throughout the country. There were already some 10,000 Russians in Jugo-Slavia, belonging to the earlier, or Denikin, evacuations, and supported partly by Serbia and partly by England; it was understood that France took responsibility for the maintenance of the new comers, at least until more permanent arrangements could be made.

The terms of the French undertaking, however, were presumably unclear for the fugitives were no sooner safely on shore, than the French announced that they considered their obligations towards them at an end as from January 31st. The position, therefore, is that the Jugo-Slav State is now burdened with an additional 22,000 refugees whom she can neither support nor assimilate. She cannot support them, for the three million cinars a month which she devotes to her finances can bear. Nor can she assimilate them; Serbia has her own labour problems to solve, her own war invalids to place, and the small amount of labour which she can offer to the Russians is for the most part not such as they are able to perform. Serbia, indeed, feels herself so embarrassed by this unforeseen burden that she has refused to implement her promise to receive the 5,000 of the Denikin evacuation at present being looked after by us in Egypt.

These refugees are for the most part penniless. Serbia does what she can; soup-kitchens have been opened, also schools for the children (many of them boys of nine and ten—wounded). A few have managed to get employment in shops or offices. A Russian General is playing the piano every night in a popular Belgrade restaurant; another, I understand, cobbles boots. These are the lucky ones; of the refugees, in general, it may be said that they are starving. Cases of suicide are not infrequent.

These, it should be remembered, are the emigrant Roumians—the men who, after the Denikin debacle, refused to accept the hospitality offered them, but went back with death in their hearts, to fight for Russia—one may say, for civilisation. About the wisdom of that enterprise there was difference of opinion; about its gallantry there was none. At present their condition is desperate. If they are unwelcome here, they cannot go anywhere else for no other country wants them and no foreign Consul will give them passports. They are here, perforce and idle perforce; there is nothing they can do but loaf and starve. It is no wonder if they have lost or are losing all hope, all morale, all sense of being members of and co-operators in a reasonable world. Of such stuff are Bolsheviks made. They are not Bolsheviks, but they are embittered—embittered against a Society which has no place for them, against a world which egged them on to fight and now has betrayed them.

The problem of these refugees in Jugo-Slavia is, of course, only an element in the large problem of the Wrangel refugees in general. Into the rights and wrongs of that bad business it is needless to enter; the important thing is that something should be done and done at once. The first need is to relieve immediate distress; the second is that these outcasts may be reabsorbed in some form or other into society. In the present state of the world when every nation's one anxiety is to rid itself of its burdens, the matter seems eminently one for the League of Nations.

## OVERSEAS CIVIL SERVICE.

## POSTS RESERVED FOR MEN.

It is announced by the Civil Service Commissioners that, with the approval of the Lords Commissioners of the Treasury, they have made the following regulations under the Order in Council of July 22nd last relating to the Sex Disqualification (Removal) Act:—

- 1.—All posts in the Diplomatic Service and in the Consular Service are reserved to men.
- 2.—All posts in the Government Services of the Colonies and Protectorates to which appointments are made in the United Kingdom, other than posts for which women may be specially recruited, are reserved to men.
- 3.—All posts in the Civil Service of His Majesty in India to which appointments are made in the United Kingdom, other than posts for which women may be specially recruited, are reserved to men.
- 4.—All posts in the Commercial Diplomatic Service and the Trade Commission Service are reserved to men, provided that this reservation is not applicable to the post of Chief Clerk in the respective offices of His Majesty's Trade Commissioners.

It is strange that nations that have long suffered from intolerance and oppression have not learnt tolerance to others.—Mr. J. B. Whitley.



# 48 LITTLE TIME THIEVES

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### LONDON'S INFECTIOUS ACCENT. MR. PETT RIDGE'S AMUSING STORIES.

Is London's accent "catching"? In the opinion of Mr. W. Pett Ridge it is, and it is to be found amongst provincials and strangers from overseas. Speaking at a meeting of the London Head Teachers' Association at the Essex Hall, Strand, the distinguished dovetist declared that in many of the Home Counties it was in evidence, and the Australian soldiers who came over in the war brought an almost perfect imitation. The Londoner used the aspirate when he was speaking to those whom he regarded as his social superiors—and then to convey the impression that he, too, had not escaped a university education. (Laughter.) London had a right to an accent of its own, though we all knew that the really prosperous people spoke with a "Scottish" accent. (Laughter.) He had also heard that ambitious young politicians cultivated the rising inflection of Wales. (Laughter.)

Mr. Pett Ridge told a story of a Canning Town woman whose daughter was not very "bright." The mother once observed plaintively to him, "I can't make it out. I've had her vaccinated, and I've had her confirmed, but nothing seems to brighten her up." (Laughter.) A bus conductor of his acquaintance decided to give due weight to the syllables of the various place-names on his route. "The effort lasted for one journey only," said the speaker, "for when he called out, in correct tones, 'Highgate, Highgate, a woman came up to him, prodded him with an umbrella, and asked, 'Young man, does this go to 'Iggate?' (Laughter.)

"Exterminate the London accent as gently as possible," was Mr. Pett Ridge's final advice, "for its possession is a sign that one belongs to a great city for which millions would never lose a deep love and regard." (Cheers.)

### PRINCE AND GIRL. SOME REMINISCENCES.

The *Saturday Evening Post* says:—One of the most recent of these comments attributed to the English Heir Apparent had to do with the frequency with which Americans addressed him directly as "Prince," or even "Say, Prince."

"They pruned me so much," he is quoted as saying, "that after a little while I felt that instead of speaking I should bark."

And of all the remarks made to him by Americans, the most amusing to him, he is further quoted as saying, occurred in the course of a function given in his honour during his brief visit to our Western coast. On that occasion the Prince told one of the matrons directing the affairs that he would be delighted to meet a particularly attractive young lady, who for some time had been gazing his way from afar. The pretty girl was brought forward and presented to royalty.

"I confess, Miss Blank," the Prince said gallantly to the young lady, "that I have been watching you with interest all evening."

Explosively, fervently, the Western girl made reply: "Prince," she said, "when it comes to watching, you sure got nothing on me!"

### 61,000 FEWER BABIES. RECORD SINCE 1872.

The provisional figures of births registered in England and Wales during the first quarter of 1921 show a decline of over 61,000 from the record of the corresponding period of last year. Compared with the first quarter of 1914, however, the drop in numbers is under 8,000. Extending the war years, the births are the fewest recorded in the first quarter of any year since 1872, and the provisional rate per 1,000 living is, with the exception of the war year 1918-19, the lowest ever recorded for any first quarter.

The deaths also show a decline, and are, indeed, the smallest in number registered in the first quarter of any year since 1883, and the provisional rate is the lowest ever recorded for any first quarter. The natural increase by excess of births over deaths was 80,000, as compared with 123,000 in the March quarter of 1920, and 73,000 in 1914. The infant mortality was 101 per 1,000 births.

### TWICE-TOLD TALES.

There were three of them—an Englishman, an Irishman, and a Scotsman; and they had been discussing the relative values of their respective nationalities. "Well, well," said the Englishman, who was bent on an amicable solution of the question, "I'm proud of being an Englishman; but if I were not an Englishman I would—well, I would be an Irishman."

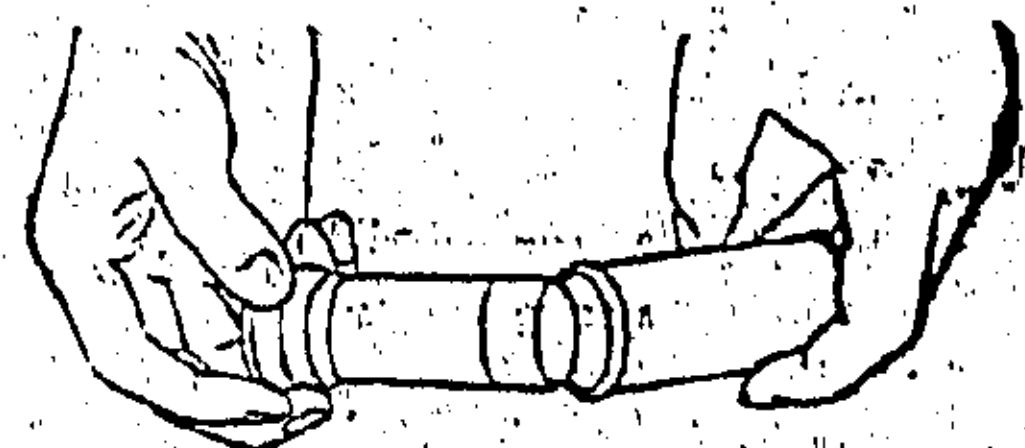
"And sure," replied the Irishman, who was quite ready to return the compliment, "if I were not an Irishman—I would be an Englishman."

"And now, what would you be, if you were not a Scotsman?" continued the Englishman, addressing the Scot.

"What would I be if I were not a Scotsman?" repeated the Scot, "Well, if I were not a Scotsman—I would be just dam well ashamed of myself!"

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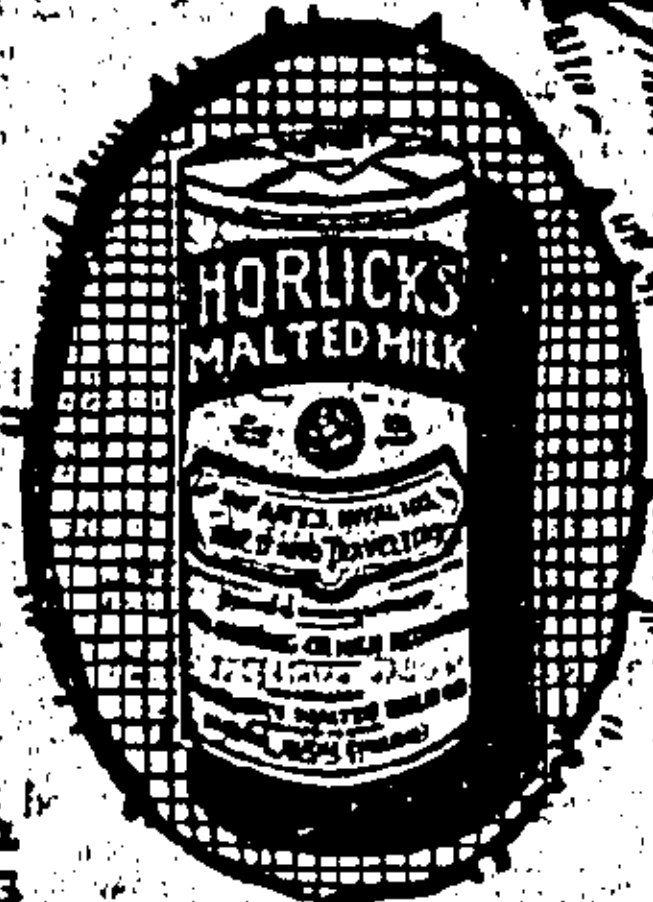
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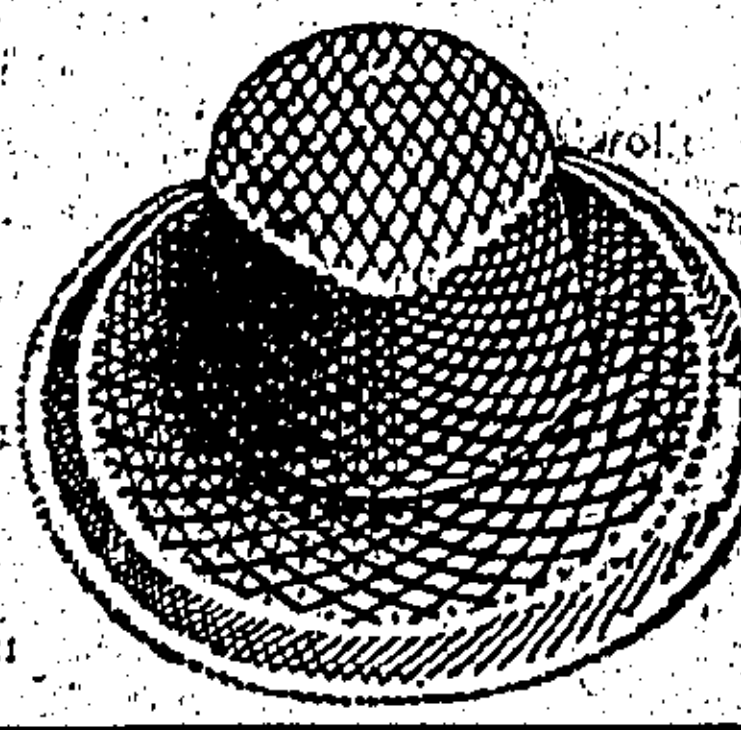
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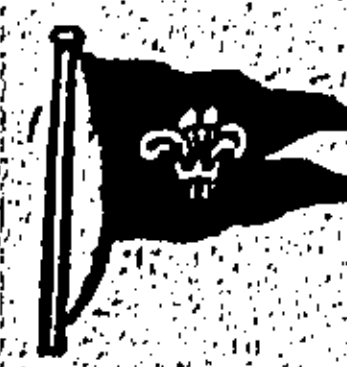
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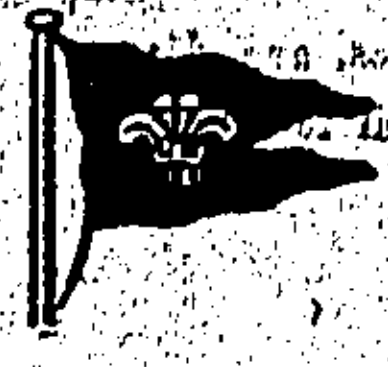
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KASHIMA MARU (omitting Manila) ... Tuesday, 15th July, at 11 a.m.

SUWA MARU ... Friday, 29th July, at 11 a.m.

**LONDON & ANTWERP via Singapore, Penang, Colombo, Suez**

Port Said and Marseilles.

ATSUTA MARU ... Friday, 10th June, at 11 a.m.

SEIZUOKA MARU ... Friday, 24th June, at 11 a.m.

KAGA MARU ... Friday, 8th July, at 11 a.m.

YOKOHAMA MARU ... Friday, 22nd July, at 11 a.m.

**HAMBURG, MARSEILLES, LONDON & ROTTERDAM**

LIMA MARU ... Middle of June.

**LIVERPOOL & MARSEILLES via Suez.****MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday**

Island, Townsville &amp; Brisbane.

TANGO MARU ... Tuesday, 8th June, at 11 a.m.

NIKKO MARU ... Tuesday, 19th July, at 11 a.m.

AKI MARU ... Tuesday, 16th Aug., at 11 a.m.

**NEW YORK via PANAMA.**

TOBA MARU ... Friday, 24th June.

**SOUTH AMERICAN PORTS via OAPE,**

AWA MARU ... Sunday, 19th June.

**BOMBAY & COLOMBO via Singapore.**

TATSUNO MARU ... Friday, 10th June.

**CALCUTTA & RANGOON via Singapore & Penang.**

MALACCA MARU ... Monday, 6th June.

**JAPAN PORTS—Nagasaki, Kobe & Yokohama.**

NIKKO MARU ... Friday, 17th June, at 11 a.m.

**SHANGHAI, KOBE & YOKOHAMA.**

TSUBURA MARU ... Saturday, 4th June.

TOTOMI MARU ... Monday, 6th June.

YOKOHAMA MARU ... Monday, 13th June, at 11 a.m.

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Agent,  
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Tel. No. 140.**THE GERMAN MARK.**

PERMANENT RECOVERY IS UNLIKELY.

Mr. J. M. Keynes, in the *Manchester Guardian*, deals with a popular mistake about the foreign exchange, which seems to be extremely common. It is popularly supposed that the future of the exchange value of a country's currency chiefly depends upon intrinsic wealth in the form of natural resources and an industrious population, and that a far-sighted man is right to expect an ultimate recovery in the value of its money if the country looks likely to enjoy in the long run commercial or industrial or agricultural strength. The speculation in Rumanian keeps up his spirits by thinking of the vast resources of that country in corn and oil, and finds it hard to believe that Rumanian money can in the long run be worth less than the money of, say, Switzerland. The speculation in German marks bases his hopes on the immense industry and skill of the German people, which must, he feels, enable her to pull round in the long run.

Yet this way of thinking is fallacious. If the conclusion of the argument was that in the long run the Rumanian peasant and the Rumanian proprietor and an industrial nation like Germany ought to be able to live comfortably, or must be able to survive, the conclusion might be sensible. But the conclusion that certain pieces of paper called 'bank-notes' must for these reasons come to be more valuable than they are now is a different kind of conclusion altogether, and does not necessarily follow from the former. France was the richest country in the world, not excepting England, when, in the last decade of the eighteenth century, her paper money, the assignats, fell, after five years' violent fluctuations, to be worth nothing at all on the bourses of Lisbon and Hamburg.

**AGAINST RECOVERY.**

War, revolution, or a failure of the sources of the national wealth generally begins the depreciation of a paper currency. But the recovery of this money to its former value need not result when the original calamity has passed away. A recovery can only come about by the deliberate policy of the Government, and there are generally weighty reasons against adopting such a policy. In the case of the money of the French Revolution, the depreciated notes were simply swept away, and their place taken by a new currency of gold. I do not remember any case in history in which a very greatly depreciated currency has subsequently recovered its former value. Perhaps the best instance to the contrary is that of the American greenbacks after the Civil War, which eventually recovered to their gold parity, but in their case the maximum degree of the depreciation was moderate in comparison with recent instances. The various sound currencies existing throughout the world in the years before the war had not always existed, and had been established, many of them, upon the debris of earlier irretrievable debasements.

For it may not be in a country's interest to restore its depreciated money, and a suppression of the old money and a better than its reissuance. A return even of former prosperity may be quite compatible with a collapse in the value of the former currency to nothing at all.

Let me apply some of these considerations to the case of the German mark. As I write there are about 230 marks to the £1 sterling, but within the last twelve months the rate has been as high as 360 and as low as 120. As the par value of the mark is 20 to the £1 sterling, German bank-notes are now worth less than a tenth of their nominal value. Even without a Bolshevik Government matters can be much worse than this; for the bank-notes of Poland or Austria are worth less than a hundredth of their nominal value. But for the purpose of our argument let us take the less extreme case of Germany.

**GERMANY TO-DAY.**

Now it is well-known that at the present time there are many causes at work which are tending to make the value of the mark progressively worse even than it is at present. The expenditure of the Government is about three times its revenue, and the deficit is largely made up by printing additional notes, a process which everyone agrees must diminish the value of the notes; Germany's commercial exports are, existing conditions under the Treaty, although showing some substantial recovery from the worst, are still short of her absolutely essential imports, and thus the balance of trade is against her; the economic condition of her neighbours, Russia and the fragments of the former Austro-Hungarian Empire, which used to be her best customers, make impossible any early revival of trade with them on the pre-war scale, and these very adverse conditions are present and operative in not making current payments on account of reparation up to the standard, or anything like it, of even the most moderate proposals for a settlement of the Allies' demands. If and when these demands materialise in payments the difficulties of the Budget and the difficulties of the trade balance are certain to be aggravated.

**WHO WOULD RESTITUTE?**

But let us put aside these considerations for the moment and look a little further ahead. Most of those who look for a recovery of the mark are not thinking of this year, or even probably, of next. They believe that ultimately Germany will pull round, and that when this occurs the mark will recover also.

Now there is the process of the depreciation of money (i.e. the rise of prices) is easy, though painful; the reverse process of appreciation (i.e. the fall of prices) though difficult, is also painful. The upset to the economic organisation is quite as bad, as we have all been finding out lately as the upset caused by rising prices.

Germany has a national debt which now amounts to 350 milliards of paper marks, and likely to amount to a still higher figure before equilibrium has been obtained in her national finances. If the mark were to double in value—far more if it were to increase tenfold—the money burden of the service of this debt would remain the same, but its real burden would be proportional to the increase in the value of the mark. The

portion of the German revenue (measured in goods) which would have to be paid over as interest to the holders of the German national debt would be increased in the same proportion. That is to say, German resources, which would otherwise be available, in part at least, for reparation, would be diverted to the German propitiated classes. The Allies would hardly allow this. The only alternative, a partial or complete repudiation of the German debt, is a precedent which they might hesitate to encourage.

Furthermore, the holders of the German public debt, who are mostly Germans, are not the only persons into whose pockets an improvement in the value of the mark would put a great deal of money. There are also the foreign speculative holders of German currency. It has been estimated by the experts of the German Government that the amount of German money held abroad and of credits granted to Germany by foreigners, by far the greater part being in terms of paper marks, amounts to about 70 milliards of paper marks, of which something less than half is held in the form of actual German paper money. We can probably reckon therefore that the amount of German bank-notes and bank-balances held more or less speculatively outside Germany is not less than 40 milliards of paper marks. At the rate of exchange—260 marks equal £1—these holdings are worth £2,300,000,000. But at par they would be worth £2,600,000,000 and even at 100 marks equal £1 they would be worth £2,600,000,000. As a speculative holding of German notes yields the holder no interest, he presumably does not intend to keep them as a permanent investment and is only waiting for an opportunity of realising them at a profit. A permanent improvement in the value of the mark would entail, therefore, paying over to foreign speculators very large sums of money which would otherwise be available for reparation. There would be no great advantage to Germany in this, and the Allies would hardly allow the claims of the speculators to rank in front of reparation.

**AGAINST ALLIED INTERESTS.**

In addition, therefore, to all the usual difficulties of reinstating a fallen currency, there are strong reasons in the case of Germany for thinking that a reinstatement cannot be undertaken. Germany has two classes of foreign creditors to deal with: the Allies, who have reparation claims which are expressed in terms of gold marks, and the foreign speculative holders of German bank-balances and of German currency, which are in terms of paper marks. To increase the value of the paper mark in relation to the gold mark benefits the latter at the expense of the former. It is not particularly in the interests of the German Government to pay over huge sums to foreign speculators, and it is decidedly contrary to the interests of the Allied Governments. Whatever temporary fluctuations there may be, it is therefore extremely unlikely to happen.

I do not expect, therefore, a permanent recovery in the value of the German paper mark. Possibly it might be stabilised at some very high figure to the £1 sterling. But if the Allies persevere with their reparation demands the mark will move more likely to continue its fall until the final stage is reached, when the simplest and most sensible course will seem to be to supersede it altogether by some new unit. And all this may happen even though in the end Germany may have recovered a considerable measure of her economic strength.

**R. A. M. C. MEMORIAL.**

TABLET AND "GOLDEN BOOK" IN THE ABBEY.

The memorial to commemorate the officers, non-commissioned officers, and men of the Royal Army Medical Corps who were killed or died in the war will take the form of a tablet in Westminster Abbey, and a "Golden Book," containing the names of those whom the memorial is designed to commemorate. This Golden Book will be placed in the Abbey Chapter House. Replicas of the tablet will be presented to Edinburgh and Dublin.

After consultation with representative officers and other ranks of all branches of the Corps, and with the cordial and generous consent of the Dean and Chapter, the general committee has resolved to erect a tablet in Westminster Abbey, in a suitable position on the wall, near to the grave of the Unknown Warrior, and also to place in the Chapter House the Golden Book, containing the names of all the members of the Corps, who served and sacrificed the memorial is designed to commemorate. Replicas of the tablet will be presented to Edinburgh and Dublin, to be placed in positions chosen by the city authorities.

**ABBEY RESTORATION.**

The provision of the memorial in these forms will be the first charge on the unallocated portion of the memorial fund, and the balance, which probably will be not less than £10,000, will be devoted to the fund now being raised for the restoration of certain portions of Westminster Abbey. This gift will be recorded on the tablet to be placed in the Abbey wall, and it will not only be in keeping with the fine work and traditions of the Corps, but will gain additional significance and appropriateness from the fact that very many of the fallen, both officers and men, belonged to the outbreak of the war to the civilian side of the medical profession. As a shrine of national faith and national sentiment the Abbey will mean more to the bereaved than Millbank or any other military centre, and it is felt that the whole of the R.A.M.C., as well as the relatives and friends of the fallen, will deeply appreciate the high honour conferred on them by the placing of the memorial in the Abbey, where the greatest of our honoured dead are interred.

The amount contributed to the memorial fund is £19,328, but £1,568 has been earmarked by donors for families and dependants of the fallen, and this sum will be allocated for administration to the R.A.M.C. Regular and Auxiliary Funds in proportions to be determined by the general committee.

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**STRAITS & CALCUTTA** ... "CHAKSANG" ... Thurs. 2nd June, 3 p.m.  
**SHANGHAI via SWATOW** ... "HOPKINS" ... Fri. 3rd June, 10 a.m.  
**MANILA** ... "YUENSANG" ... Fri. 3rd June, 3 p.m.  
**KOBE** ... "FOOKSANG" ... Sat. 4th June, 11 a.m.  
**SANDAKAN** ... "HINSANG" ... Mon. 6th June, Noon.  
**HAIPHONG via HOIHOW** ... "JAKSANG" ... Wed. 8th June, 9 a.m.

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Vessel ... Due Hongkong  
 S.S. "GLENVY" ... 10th June.

**HOMEWARDS.**

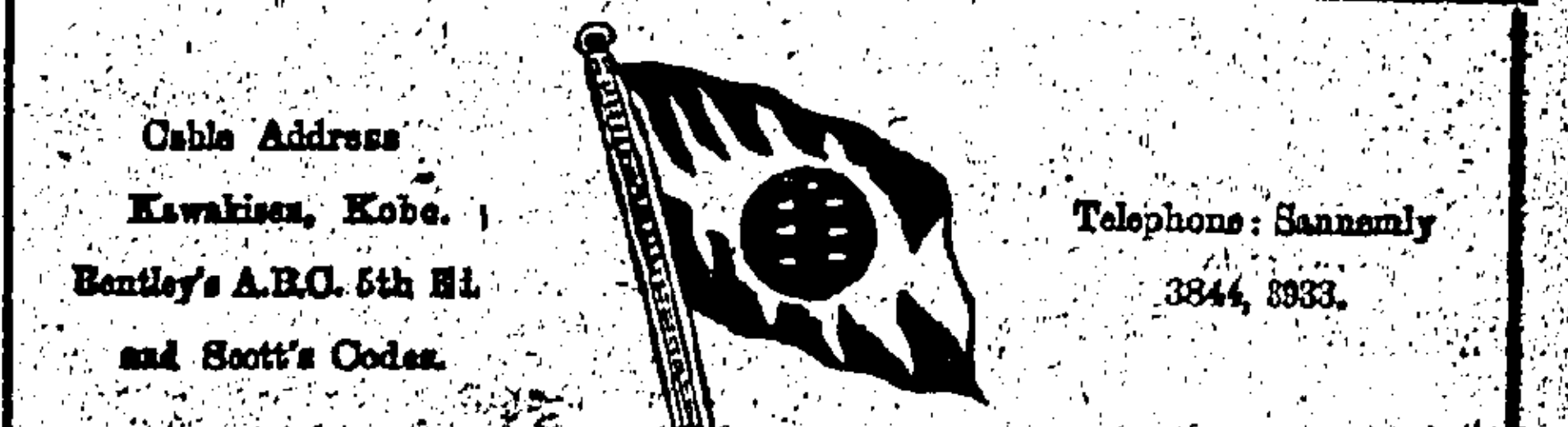
Vessel ... Discharges  
 S.S. "GLENOGLE" ... 17th June ... LONDON, ROTTERDAM & HAMBURG.  
 S.S. "GLENGLYLE" ... 2nd July ... GENOA, LONDON & HULL.

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## SHIPPING NEWS

## ARRIVALS.

May 30th.  
*Blaney*, British str., 4,375 tons, Capt. Clark, from London, with a general cargo. — Order.  
*Seang Lee*, British str., 3,781 tons, Capt. E. S. Connelley, from Singapore, with a general cargo. — Tuen Kee.  
*Tsitareum*, Dutch str., 3,680 tons, Capt. A. de Lange, from Macassar, with sugar. — J. C. L.  
*Tang Tse Kiang*, Chinese str., 301 tons, Capt. A. H. Brown, from Hoihow, with a general cargo. — Yuen Cheong Lee.

May 31st.  
*Andee Telen*, French str., 7,000 tons, from Shanghai, with a general cargo. — Messageries Maritimes.  
*Hector*, British str., 3,000 tons, Capt. A. S. Blues, from Shanghai, with a general cargo. — B. & S.  
*Hok Canton*, Chinese str., 536 tons, Capt. Leung Lung, from K. C. Wai, with a general cargo. — Wo Hing S. S. Co.  
*Hokuto Maru*, Japanese str., 2,340 tons, Capt. H. Ishii, from Saigon, with rice. — Y. K. K.  
*Hsin Tung*, Chinese str., 1,350 tons, Capt. W. S. Ross, from Shanghai, with a general cargo. — C. M. S. N. Co.  
*Huach Chi*, Chinese str., 1,200 tons, Capt. E. G. Rapley, from Saigon, with rice. — Noon Sang.  
*Luchow*, British str., 1,220 tons, Capt. G. A. Morse, from Bangkok and Swatow, with a general cargo. — B. & S.  
*Sosha Maru*, Japanese str., 1,008 tons, Capt. K. Fukue, from Canton, with a general cargo. — O. S. K.

## CLEARANCES.

May 31st.  
*Fushimi Maru*, for Shanghai.  
*Hanching*, for Swatow.  
*Hanching*, for Swatow.  
*Jacoz*, for Singapore.  
*Jacoz*, for Singapore.  
*Knight Companion*, for Hoihow.  
*Lachow*, for Shanghai.  
*Lachow*, for Shanghai.  
*Plaxey*, for Shanghai.  
*Taifoo* (Van P.), for Sumarung.  
*Taihyang*, for Manila.  
*Toyohama Maru*, for Hongkong.  
*West Lipp*, for Manila.  
*Yang Tse Kiang*, for Swatow.

## PASSENGERS.

Per P. & O. Co.'s s.s. *Plaxey*, on May 30th: Mrs. Ashton, Mr. A. Andersen, Mr. C. Burbridge, Mrs. and Miss Bowry, Miss F. L. Brown, Mr. and Mrs. Barlow, Mr. A. W. Brown, Dr. H. B. Bales, Mr. T. W. Berg, Mr. S. Barwick, Miss Blankley, Mr. S. Bradshaw, Capt. H. B. Curry, Mr. J. Christensen, Mr. H. Carstensen, Mr. M. Cramer, Miss Cowborough, Mr. W. A. Cleland, Mr. C. A. Carlson, Mrs. A. Chapman, Miss Campion, Mr. and Mrs. Dodd, Mr. McLeod, Duncan, Capt. B. Davey, Mr. Dedear, Mr. and Mrs. Doyle, Mr. and Mrs. Dickson, Mr. J. L. Francisco, Capt. and Mrs. Fugo, Mr. J. Gerli, Mr. and Mrs. Gowling, Mr. J. Grain, Mr. J. Gardner, Mr. J. Gaffney, Mr. C. Gilbert, Mr. H. Grey, Mr. A. A. Gjerston, Miss Hellyer, Mr. H. Hallett, Mr. H. Hobson, Mrs. Hunkinson, Mr. Hooper, Mr. Hoare, Mr. Hawksworth, Miss D. Jones, Mr. J. Jamieson, Mr. T. E. Jones, Mrs. A. B. Kirby, Mr. and Mrs. Klyon, Mr. H. A. Kull, Mr. R. R. Leisching, Mr. H. Laidlaw, Mrs. E. Lawson, Surg. Comdr. Lindop, Mr. E. C. Landman, Mr. A. C. Lofte, Miss J. Lyle, Mr. E. C. Leighton, Mr. W. G. Leeson, Miss M. Milne, Mrs. A. C. Reares, Mr. C. Mors, Mrs. Morgan, Mr. E. S. Nelson, Mr. L. Newton, Mr. and Mrs. Ouston, Miss H. B. Pakonham, Mr. K. W. Power, Miss M. E. Pipkin, Mr. W. M. Pollard, Mrs. A. S. Porter, Mr. J. Penaly, Mr. Potter, Mrs. M. E. Reeves, Mr. E. J. Rice, Mr. R. C. Rasmussen, Miss Ristier, Mr. J. S. Synnors, Mr. S. Scher, Mr. A. S. Shere, Mr. and Mrs. C. Schooler, Mr. A. S. Sullivan, Mr. H. B. Simonsen, Mr. J. E. Smale, Mr. H. Smith, Miss K. P. Todd, Mrs. J. Toitz, Major Tomlinson, Mr. and Mrs. K. Tucker, Mr. G. Taylor, Mr. A. C. Mrs. H. Warden, Miss M. Walton, Miss Westbrook, Mr. W. R. Wilson, Mr. G. H. Wilson, Miss Withenshaw, Mr. Woodruffe.

## VESSELS EXPECTED.

A. Apear (British India), due June 2nd.  
*Donation* (Blue Funnel line), due June 3rd.  
*Eastern* from Sydney, due June 7th.  
*Helena* (Blue Funnel), due June 30th.  
*Isori* (Blue Funnel), due June 22nd.  
*Kleist Maru* (N.Y.K.), from London, due June 23rd.  
*Nikko Maru* (N.Y.K.), from Sydney, due June 10th.  
*Malacca Maru* (N.Y.K.), due June 5th.  
*Mentor* (Blue Funnel), due June 11th.  
*Montague* (C.P.O.S.), due June 8th.  
*Nanking* (China Mail), due June 11th.  
*Bakuyo Maru* (T. K. K.), due June 6th.  
*Banyon Maru* (N.Y.K.), from Calcutta, due June 13th.  
*Totomi Maru* (N.Y.K.), due June 5th.  
*Tsuruga Maru* (N.Y.K.), due June 3rd.  
*Langless* (Blue Funnel), due June 11th.  
*Yokohama Maru* (N.Y.K.), due June 12th.  
*Yongtze* (Blue Funnel line), due June 7th.

## STRUTHERS &amp; DIXON, Inc.

## GREEN STAR LINE.

Operating for British services for account of the UNITED STATES SHIPPING BOARD.

## To MANILA

"West Lipp" 1st June.  
 To LOS ANGELES & SAN FRANCISCO (via HONOLULU) 17th June.  
 "West Carmona" 17th June.

To VANCOUVER & SEATTLE (via MANILA) 25th June.  
 "West Lipp" 25th June.

Also cargo accepted for transshipment at San Francisco and/or Seattle to weekly sailings for NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through Bills of Lading issued to all U.S. & Canadian Overseas Common Points.  
 HONGKONG OFFICE: 1st floor, Royal Bank Building, 13, Des Voeux Rd., Tel. 5008.

## SHIPPING MOVEMENT.

The P. & O. Co.'s s.s. *Dunera* left Singapore for this port on May 30th at night, and is due here on June 3rd at about 4 p.m.

## WEATHER REPORT.

May 31st at 11.55.—Freeze has decreased moderately from Fochow to Hongkong, and slightly over the Philippines and Indo-China. It is lowest over S.W. China.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.16 inch. Total since January 1st, 34.83 inches against an average of 23.32 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Gap Rock	South winds, moderate; squally, cloudy, showery.
Port of Callao	The same as Hongkong.
South coast of China between Hongkong and Lanchow	No. 1.
South coast of China between Hongkong and Hainan	No. 1.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, May 31st

	Previous Day at 3 p.m.	On Date at 3 p.m.	On Date at 9 p.m.
Barometer	29.67	29.61	29.63
Temperature	78	81	77
Humidity	91	80	94
Wind Direction	WSW	SW	SW
Force	3	3	2
Weather	or	or	or
Rain	0.14		0.43

Highest open-air temperature on 30th ... 82

Lowest open-air temperature on 31st ... 81

## HONGKONG TIDE TABLE.

From June 1st to 7th, 1921.

Hour	High Water			Low Water		
	Day of Month	Height	Time	Day of Month	Height	Time
Wed.	1	6.1	5.1	1	0.8	3.3
Thur.	2	6.21	5.6	2	0.6	2.6
Fri.	3	6.46	6.1	3	0.4	2.4
Sat.	4	7.19	6.7	4	0.3	1.8
Sun.	5	8.37	7.2	5	1.4	1.2
Mon.	6	9.18	7.6	6	3.2	0.6
Tues.	7	10.20	8.0	7	4.3	0.2
		11.16	8.4		4.9	0.0

## SUNRISE AND SUNSET.

HONGKONG TIME FOR MAY.

Date	Sunrise	Sunset
June 1st	5.38 a.m.	7.42 p.m.
	C. W. JEFFRIES,	Chief Assistant.

## APIOLINE

(CHAPOTEAUT)



## LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex.  
 Prescribed by the highest French medical authorities and superior to Tansy, steel Drops and Penny royal.  
 CHAPOTEAUT, 4, rue Vivienne, Paris.  
 Sold to all Chemists.

## VETARZO

For functional troubles, delay, pain and those irregularities peculiar to the sex.  
 Prescribed by the highest French medical authorities and superior to Tansy, steel Drops and Penny royal.  
 CHAPOTEAUT, 4, rue Vivienne, Paris.  
 Sold to all Chemists.



## HOME VIA CANADA

## Hongkong to England

via Shanghai, Nagasaki, (Moshi, Kobe, Yokohama, Vancouver & Montreal.

Pacific steamer	From Hongkong	Via Vancouver	Atlantic steamer	From Canada	Into Liverpool
Montague	June 13	July 8	Metagama	July 15	July 26
E. Russia	June 23	July 18	E. France	July 19	July 26
E. Japan	July 13	Aug. 3	E. France	Aug. 13	Aug. 19
E. Asia	July 23	Aug. 13	E. France	Aug. 13	Aug. 19
E. Russia	Aug. 13	Sept. 3	E. Britain	Sept. 10	Sept. 16
Montague	Aug. 23	Sept. 16	Mellita	Sept. 23	Oct. 1
E. Asia	Sept. 13	Oct. 3	E. France	Oct. 13	Oct. 25
E. Japan	Sept. 20	Oct. 10	E. France	Oct. 18	Oct. 25

Other Atlantic sailings every few days to London, Southampton, Glasgow, Aberdeen, & Havre.

Allocation of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued before. Early reservation necessary.

Three Transcontinental Trains Daily.  
 Standard Sleeping Cars, Compartments & Drawing Rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.  
 Hongkong Office: Telephone 752. Cable Address: GACANPAC.

## PACIFIC MAIL S.S. CO.

## TRANS-PACIFIC SERVICE.

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU.

AMERICAN STEAMERS.

"COLOMBIA" sailing June 11th, 1921.  
 "ECUADOR" sailing Aug. 10th, 1921.  
 Apply to  
 PACIFIC MAIL S.S. CO.  
 Hotel Manilla, Hongkong.  
 Cable Address: "SOLANO"  
 Telephone No. 141.

## PACIFIC MAIL S.S. CO.

## MANAGING AGENTS U.S. SHIPPING BOARD.

## TRANS-PACIFIC SERVICE

Freight and Passenger.

For SAN FRANCISCO via SHANGHAI, JAPAN PORTS and HONOLULU.

AMERICAN STEAMERS.

"GOLDEN STATE" sailing June 4th.  
 "DUE SAN FRANCISCO" sailing July 25th.

## SHANGHAI-CALCUTTA SERVICE

Freight Only.

For SINGAPORE, PENANG and RANGOON.

SE "LAKE FIELDING" sailing June 2nd.  
 For CALCUTTA via SINGAPORE, PENANG & RANGOON.  
 "JACOB" sailing May 31st.

## MANILA-EAST-INDIA SERVICE

Freight and Passenger.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON, SINGAPORE, CALCUTTA & COLOMBO.

Monthly Sailings.

## ROUND THE WORLD SERVICE

Freight Only. Monthly Sailing.

San Francisco to Yokohama, Kobe, Osaka, Shanghai, Manila, Saigon, Singapore, Calcutta, Colombo, Bombay, Aden, Suez, Mediterranean, Barcelona, the Cape, London, Norfolk, Bristol, Los Angeles and San Francisco.

For full information regarding rates, etc., apply to  
 PACIFIC MAIL S.S. CO.  
 Telephone 141. Cable Address: "SOLANO". Hotel Manilla, Hongkong.



## HONGKONG to SAN FRANCISCO

via Shanghai, Japan Ports and Honolulu.  
 s.s. "NANKING" s.s. "NILE" s.s. "CHINA"  
 June 25th July 13th Aug. 9th

## HONGKONG to MANILA

s.s. "NANKING" June 13th

## HONGKONG to SINGAPORE

s.s. "NILE" s.s. "CHINA"  
 June 25th July 23rd

## FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada.  
 Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly sailings for principal Atlantic Ports.  
 C. T. SURRIDGE, Freight & Passenger Agent,  
 Pacific House, 110, Queen's Road.  
 Telephone: 141. Cable Address: "SOLANO".  
 No. 1924. No. 2161.

## T. K. K. TOYO KISEN KAISHA

## HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATWAY OF THE SON"

STEAMER	TONS	LEAVE HONGKONG
SIBERIA MARU	30,000	June 10th
TENYO MARU	22,000	June 21st
KORIA MARU	22,000	July 1st
SHINYO MARU	22,000	July 16th

\* Calling at Dairen instead of Nagasaki.

## SOUTH AMERICAN LINE

## HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SANTA CRUZ, BALBOA, OALLAO, MOLENDINO, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDIN ROUTE TO BUENOS AIRES.

STEAMER	TONS	LEAVE HONGKONG
RAKUYO MARU	17,500	June 10th
CHOYO MARU	17,500	July 11th

For full information regarding passengers freight and sailings, apply to—  
 Y. TSUTSUMI, Manager.  
 Kib's Building. Tel. Nos. 2074 & 2075.

Agents at Canton: Messrs. T. E. GRIFITH, LTD. [84]

## JAVA-CHINA-JAPAN L.I.N.

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	DEPARTS ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TUBODAS	JAVA	5th June	11th June	SHANGHAI
TJIKEMBANG	SAN FRANCISCO/JAPAN	8th June	16th June	JAVA
TJIKINI	SHANGHAI	14th June	18th June	MAGASAR/JAVA
CHILDAR	JAVA	12th June	27th June	JAVA

\* Wireless Telegraphy.  
 The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.  
 For Particulars of Freight and Passage apply to the  
 JAVA-CHINA-JAPAN L.I.N.  
 York Building First Floor. Telephone No. 1876.

## VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ

(United Netherlands Navigation Company)

## HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between

JAPAN PORTS, SHANGHAI, HONGKONG AND MANILA

AND

AMSTERDAM, ROTTERDAM, HAMBURG AND BREMEN

Sailings subject to alterations.

Loading	For	Sailing
"ALCOON" ... June ...	ROTTERDAM & HAMBURG	1st June.
"ALCHIBA" ... July ...	AMSTERDAM & HAMBURG	1st July.
"BRILLE" ... Aug. ...	ROTTERDAM & HAMBURG	6th Aug.
"RADJE" ... Sept. ...	AMSTERDAM & HAMBURG	4th Sept.
"TJEMANOE" ... Oct. ...	ROTTERDAM & HAMBURG	2nd Oct.

For full particulars please apply to—  
 JAVA-CHINA-JAPAN L.I.N.  
 General Agents,  
 Tel. No. 1874. York Building.

## NANYO YUSEN KAISHA

(The South Sea Mail S.S. Co., Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE

BETWEEN

JAPAN, HONGKONG & JAVA.

FOR JAVA.

Ports of call:—Batavia, Samarang, Soerabaya, Macassar and Balikpapan.

s.s. "SAMARANG MARU" ... sailing on or about 2nd June.  
 s.s. "BORNEO MARU" ... sailing on or about 21st June.

FOR JAPAN.

Ports of call:—Moshi, Kobe and Yokohama.  
 s.s. "CHERIBON MARU" ... sailing on or about 7th June.  
 s.s. "MACASSAR MARU" ... sailing on or about 26th June.

For further particulars please apply to—  
 K. SUZUKI, Manager,  
 No. 7, Queen's Road Central.



## AMERICAN &amp; ORIENTAL LINE

NEW YORK via Suez

S.S. "OCEAN MONARCH" ... via Suez ... 5th July.  
Subject to change without notice.ORIENTAL AFRICAN LINE.  
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BRERA DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH &amp; CAPE TOWN direct or with transshipment at OALOUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.  
Managing Agents.

## "ELLERMAN" LINE.

ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

JAPAN, CHINA &amp; STRAITS

TO

UNITED KINGDOM &amp; CONTINENT.

LONDON, GLASGOW, ROTTERDAM &amp; HAMBURG

S.S. "CITY OF BRISBANE" ... 10th July.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LTD.

or to REISS &amp; Co., CANTON.

General Agents.

## NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD. AND CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN &amp; MANCHURIAN LINE

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

"KNIGHT COMPANION"	via Panama Canal	1st June.
"CITY OF MADRAS"	via Suez Canal	15th June.
"DECCAN"	via Suez Canal	7th July.
"CITY OF NORWICH"	via Suez Canal	15th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—  
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.  
HONGKONG AND CANTON. REISS & CO., CANTON.

## C. N. C.

## CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW & SINGAPORE	"SHANSHI"	On 2nd June, 10 A.M.
SHANGHAI	"SUNNING"	On 2nd June, 10 A.M.
AMOI & SINGAPORE	"LIAN"	On 4th June, 2 P.M.
SHANGHAI & SINGAPORE	"SUIYANG"	On 4th June, 4 P.M.
HONGKONG & HONGKONG	"KAIYONG"	On 6th June, 9 A.M.
SHANGHAI & FUJOU	"EZECHIEL"	On 7th June, 8 A.M.

SHANGHAI LINE—PASSENGER, MAILS AND CARGO. Excellent Saloon accommodation. Ample Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE.  
Agents.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG AND SOUTH CHINA COAST PORT SERVICE

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers Electric Light and Fans in state-rooms and Saloons and Excellent cuisine.

FOR

## SWATOW, AMOI &amp; FOOCHOW

AND RETURN

(Occupying 9 to 10 Days).

"HAILONG"	Capt. W. Couper	FRIDAY, June 3rd, at 12 Noon.
"HAILONG"	Capt. W. O. Eastmore	TUESDAY, June 7th, at 12 Noon.
"HAILONG"	Capt. A. H. Stewart	FRIDAY, June 10th, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,  
General Managers.P. & O. - British India  
Apcar and  
Eastern & Australian  
Lines

(COMPANIES incorporated in ENGLAND)

## MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST &amp; SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND &amp; QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

## PENINSULAR &amp; ORIENTAL SAILINGS (South)

SS	Tons	From Hongkong (about)	Destination
"PLASSY"	7,346	13th June	Marseilles, London & Antwerp
"DUNERA"	5,400	19th June	Singapore, Colombo & Bombay
"DELTA"	8,000	26th June	Marseilles, London & Antwerp
"SYRIA"	7,000	2nd July	do
"KALYAN"	9,000	7th July	do
"KASHMIR"	9,000	14th July	do
"KHYBER"	9,000	21st July	do

## BRITISH INDIA - APCAR SAILINGS (South)

"ARRATOON APCAR" | 4,510 | 4th June 9 A.M. | Calcutta via S'pore, Pang &amp; R'oon

## EASTERN &amp; AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	5,000	31st May Noon	Sandakan, Thursday Island
"EASTERN"	4,500	25th June	Townsville, Brisbane,
"KANOWNA"	7,000	25th July	Sydney & Melbourne.

## SAILINGS TO SHANGHAI &amp; JAPAN

"PLASSY"	7,346	1st June, 3 P.M.	Shanghai only.
"DELTA"	8,000	6th June	Shanghai only.
"DUNERA"	5,400	6th June	Shanghai only.
"EASTERN"	4,500	6th June	Japan only.
"SYRIA"	7,000	13th June	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets interchangeable.  
1st Saloon Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.  
All Cabins are fitted with Electric Fans free of charge.  
Steamers and Sailing dates are liable to be cancelled or altered without notice.  
Parcels measuring not more than 24 in. x 36 in. x 18 in. will be received at the Company's Office up to Noon on the day previous to sailing.

## NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments of which they have received documents or advice.  
Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors Messrs. GOSWAMI & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE &amp; CO.,

22, (Deen) Road Central, HONGKONG. Agents.

O. S. K.  
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG—Monthly direct service via Singapore and Port Said.

BUENOS AIRES-BIO DE JANNIRO, SANTOS, MAURITIUS, DURBAN &amp; CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

BOMBAY &amp; COLOMBO—Regular fortnightly service via Singapore.

PEKING MARU ... Thursday, 2nd June.

KASADO MARU ... Friday, 30th June.

DELI &amp; BANGKOK via SAIGON &amp; SINGAPORE—Regular monthly service.

KISHU MARU ... Wednesday, 1st June.

SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

VICTORIA, VANCOUVER, SEATTLE &amp; TACOMA—Via Shanghai and Japan—Regular fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND PORTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

ALABAMA MARU ... Thursday, 10th June.

ARIZONA MARU ... Wednesday, 20th July.

NEW YORK via PANAMA—Regular monthly service via Japan, Port, San Francisco, Panama and Cuban Ports.

HAQUE MARU ... Thursday, 20th June.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Moji, Kobe &amp; Yokohama.

HAYES MARU ... Thursday, 2nd June.

MALAY MARU ... Monday, 6th June.

KE ELUNG via SWATOW &amp; AMOI—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.S.K. wharf near the Harbour Office.

AMAKURA MARU ... Sunday, 6th June.

TAKAO via SWATOW &amp; AMOI ... Thursday, 2nd June.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager, No. 1, Queen's Building.

Tel. Nos. 744 &amp; 745.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer	Arr. Hongkong from Australia	Dep. Hongkong for Australia
"TAIYUAN"	11th June	18th June

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo loaded through to all Australian, New Zealand &amp; Tasmanian Ports.

For freight and passage apply to—BUTTERFIELD &amp; SWIRE, Agents.

Operating the following U.S. Flag Steamers  
PASSENGER AND FREIGHT SERVICE.  
FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai &amp; Japan Ports).

SS	From Hongkong	Arrive Seattle
"WENATCHEE"	May 18th Noon	June 13th
"EDMORE"	Freight only May 31st	July 10th
"EDRIDGE"	June 30th	July 23rd
"WENATCHEE"	July 23rd	Aug. 16th
"KEYSTONE STATE"	Aug. 3rd	Sept. 13th

FOR PORTLAND DIRECT

(Calling at Manila, Shanghai, Kobe &amp; Yokohama).

SS "MONTAGUE"	Freight only	June 4th
SS "FAUST"	—	June 15th

Through Bill of Lading issued to Overland Common points.

Passenger and Freight Particulars.

## THE ADMIRAL LINE

Telephone 2477 &amp; 2478. 5th Floor, Hotel Marlborough. [71]



THE PACIFIC STEAMSHIP CO.

## REGULAR SERVICE

To &amp; From

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